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Atlantic Region Report

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Preface

This report presents the Atlantic Region results of the **2004 Costs and Earnings Survey (C&E)**. The C&E was a voluntary survey that collected information on activities related to fishing operations, including vessel characteristics, fishing effort, fishing and other revenues, vessel acquisition costs, operating and maintenance expenses, other revenues and long-term debt position.

Acknowledgements

The cooperation of survey respondents and industry groups was critical to the successful completion of this project and is gratefully acknowledged.

This report was prepared by Rowena Orok, Chief, Statistical Services, under the direction of Robert Elliott, Director, Economic Analysis and Statistics, Policy Sector.

The survey was a coordinated initiative between DFO headquarters and the regions. Key operational activities including survey sampling, data collection, follow-up and editing were conducted by the DFO regions. Major contributions to the statistics and analysis presented in the report were made by the following staff:

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Symbols

The following symbols are used in this report:

-	nil or zero
.	figures not available
..	figures not applicable

Abbreviations

ft	feet
kg	kilogram
MT	metric tons
n/a	not surveyed

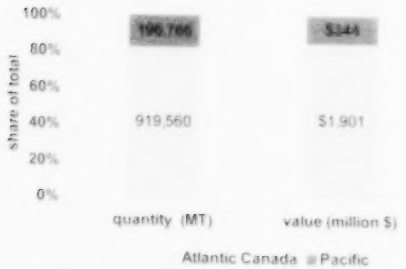
1.0 Atlantic Fishing Industry Overview[1]

1.1 Commercial Landings

In 2004, Atlantic Canada's commercial fleets landed 919,560 metric tons (MT) of various seafisheries, valued at $1.9 billion (Figure 1.1). These landings represented more than 80% of Canada's commercial seafisheries (82% of total landed quantity and 85% of total landed value).

Some of the country's most important 2004 wild fisheries landings were Atlantic Canada harvests. Overall, the Atlantic fishing industry earned most of its 2004 fishing revenues from four species: snow crab ($613 million), lobster ($589 million), shrimp ($248 million) and scallop ($119 million). Lobster was the most important fishery in the Maritimes and Gulf regions in 2004 whereas it was primarily snow crab in the Newfoundland and Labrador and Quebec regions.

Figure 1.1
Quantity and Value of Commercial Landings, Canada, 2004



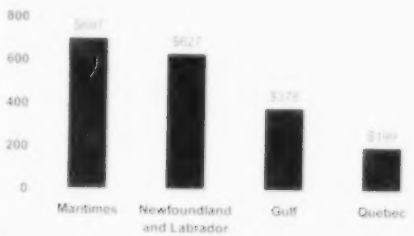
Source: Fisheries and Oceans Canada, Economic Analysis and Statistics, http://www.dfo-mpo.gc.ca/communic/statistics/commercial/landings/seafisheries/, accessed October 15, 2006.

Other fisheries among the top five in each of the Atlantic regions included herring (Maritimes and Gulf), clams/quahaug (Quebec and Newfoundland and Labrador), oyster (Gulf), Greenland turbot (Quebec) and cod (Newfoundland and Labrador).

The Maritimes region accounted for $697 million or 37% of the total value of Atlantic Canada's commercial seafisheries landings, followed by Newfoundland and Labrador ($627 million).[2] Landings in the Gulf and Quebec regions contributed an additional $378 million and $199 million, respectively, to the value of the Atlantic fish harvesting industry during the year (Figure 1.2).

Eighty percent of the total value of Atlantic Canada's 2004 landings came from catches by commercial vessels under 65 ft. However the share of landings by vessels under 65 ft varied widely depending on the regional fishery.

Figure 1.2
Value of Commercial Landings, Atlantic Canada, 2004[1]
(million $)



Note:
1. Includes inshore and offshore commercial seafisheries landings.
Source: Fisheries and Oceans Canada, Economic Analysis and Statistics.

1.2 Contribution to the Economy

Gross Domestic Product and Employment[3]

At the national level, the total gross domestic product (GDP) of Canada's primary fish harvesting industry was approximately $982 million in 2004, less than 1% of the country's overall GDP for that year.[4]

[1] For the purpose of this report, all references to *Atlantic Canada* or the *Atlantic region(s)* pertain to the Fisheries and Oceans Canada (DFO) definition and hence, include the following provinces: Newfoundland and Labrador, Prince Edward Island, Nova Scotia, New Brunswick, Quebec. These provinces are delineated to further define the four DFO regions in Atlantic Canada: Newfoundland and Labrador, Gulf, Maritimes, and Quebec regions.

[2] Economic Analysis and Statistics, http://www.dfo-mpo.gc.ca/communic/statistics/commercial/landings/seafisheries/, accessed October 15, 2006.

[3] GDP of an industry (also referred to as value added) equals output by the industry minus the value of intermediate inputs that were purchased from other industries, domestic or foreign. Value added is a measure of how much an industry has contributed to the value of its output over and above the value of intermediate inputs. GDP by industry for the economy as a whole is the sum of values added by all industries resident in Canada. http://www.statcan.ca/english/sdds/ceg/gloss/ima.htm#gdpbyind, accessed November 27, 2006.

[4] GDP estimates are based on **GDP at basic prices in chained 1997 dollars** published for various industries using the North American Industry Classification System (NAICS). The GDP estimate for the primary fishing industry (NAICS 1141) was derived from the published GDP for fishing, hunting and trapping industry (NAICS 114). In 2004, NAICS 1141 accounted for 98% of the estimate for NAICS 114. For more details on GDP estimates by NAICS industry, refer to Statistics Canada, *Gross Domestic Product by Industry*, Catalogue no. 15-001-XIE, April 2006, Ottawa.

1.0 Atlantic Fishing Industry Overview[1]

1.1 Commercial Landings

In 2004, Atlantic Canada's commercial fleets landed 919,560 metric tons (MT) of various seafisheries valued at $1.9 billion (Figure 1.1). These landings represented more than 60% of Canada's commercial seafisheries (62% of total landed quantity and 65% of total landed value).

Some of the country's most important 2004 wild fisheries landings were Atlantic Canada harvests. Overall, the Atlantic fishing industry earned most of its 2004 fishing revenues from four species: snow crab ($613 million), lobster ($589 million), shrimp ($248 million), and scallop ($179 million). Lobster was the most important fishery in the Maritimes and Gulf regions in 2004, whereas it was primarily snow crab in the Newfoundland and Labrador and Quebec regions.

Figure 1.1
Quantity and Value of Commercial Landings, Canada, 2004

Other fisheries among the top five in each of the Atlantic regions included herring (Maritimes and Gulf), clams/quahaug (Quebec and Newfoundland and Labrador), oyster (Gulf), Greenland turbot (Quebec), and cod (Newfoundland and Labrador).

The Maritimes region accounted for 2/3rd (almost 67%) of the total value of Atlantic Canada's commercial seafisheries landings, followed by Newfoundland and Labrador (26% value). Landings in the Gulf and Quebec regions contributed an additional $378 million and $790 million, respectively, to the value of the Atlantic fish harvesting industry during the year (Figure 1.2).

Eighty percent of the total value of Atlantic Canada's 2004 landings were from species caught by commercial inshore vessels (less than 65 feet). However, the share of landings by vessels under 65 ft varied widely depending on the coastal region.

Figure 1.2
Value of Commercial Landings, Atlantic Canada, 2004

1.2 Contribution to the Economy

Gross Domestic Product and Employment

At the national level, the seafood industry (harvesting, processing and aquaculture) contributed about 0.06% of Canada's gross domestic product (GDP) in 2004, and over 1% of the country's GDP in the Atlantic provinces.

Atlantic Canada's commercial fisheries represented $838 million of Canada's fish harvesting industry's 2004 GDP total.[5] The industry's economic contribution is relatively more important at the regional and community levels. This is particularly evident in coastal communities that are dependent on the industry to support the local economies and to generate employment. For example, there were 11,635 core fishers in Atlantic Canada in 2004.

The fishing industry also stimulates employment through the economic activities of fish processing industries. In 2004, Atlantic Canada's seafood product preparation and packaging industry,[6] provided jobs to over 29,000 direct and indirect employees.[7]

The wild harvesting and processing sectors combined, contribute approximately 2.5% to the GDP of Atlantic provinces and Maritime Quebec.

International Trade[8]

The country's total domestic exports of fish and fish products were valued at $4.5 billion during 2004.[9] Three-quarters of this amount originated from the Atlantic regions ($3.3 billion). In terms of value, the seafood sector was the second largest exporting industry in Atlantic Canada, after refined petroleum products.

In comparison, Atlantic Canada's imports of fish and fish products added up to $712 million in 2004. Hence, the Atlantic region posted an overall trade surplus of $2.6 billion that year.[10] This was slightly higher than Canada's overall trade surplus for fish and fish products in the same year ($2.4 billion).

[5] Statistics Canada, Industry Accounts Division.
[6] NAICS 3117 of the North American Industry Classification System.
[7] Statistics Canada, Annual Survey of Manufactures and Logging, CANSIM Table 301-0006, *Principal statistics for manufacturing industries by North American Industry Classification System (NAICS)*, Ottawa. Employment estimates for Quebec are not available through CANSIM Table 301-0006 due to confidentiality issues. The employment estimate for Quebec fish processing plants compiled by the DFO Quebec region was used as proxy information (http://www.qc.dfo-mpo.gc.ca/peches/fr/statistique/2003_2004/Documents/production_usine.pdf, accessed October 2, 2006).
[8] All international trade statistics highlighted in this section refer to the estimates from Statistics Canada's *Canadian International Merchandise Trade Statistical Program*, compiled through Customs administrative records, and therefore, cover exports and imports from all sources. For example, the value of fish and fish products domestic exports include product exports by commercial fish harvesters, aquaculture operators, processing firms, etc.
[9] Statistics Canada, International Trade Division.
[10] Trade balance is based on the difference between the value of exports and imports during a specific period in time. A positive trade balance (surplus) occurs when exports exceed imports; a negative trade balance (deficit) occurs when imports exceed exports.

2.0 Introduction

2.1 Concepts, Terms and Definitions

The explanation of terms and definitions used in this report are found in Text Box 2.1.

2.2 Scope and Structure of the Report

The Atlantic Costs and Earnings (C&E) survey was conducted in the following four DFO regions: Newfoundland and Labrador, Quebec, Gulf and Maritimes (Table 2.1). The surveyed fleets were determined somewhat independently in each region and the criteria for defining a fleet were based on the particular characteristics of a region's fisheries. This report contains a summary of results across regions. In addition, some regions will be preparing more detailed reports on their own fleets.

Table 2.1
Geographic Coverage of DFO Regions (Atlantic)

DFO Region	Province(s)
Newfoundland and Labrador	Newfoundland and Labrador
Quebec	Quebec
Gulf	Prince Edward Island, Eastern New Brunswick, Northeast Nova Scotia
Maritimes	Southern New Brunswick, Southwest Nova Scotia, Eastern Nova Scotia

Source
Fisheries and Oceans Canada, Economic Analysis and Statistics

Information on fishing effort and financial status (operating and maintenance expenses and other types of revenues and expenses) was collected through personal interviews with respondents. Section 6 provides the details on survey methodology and data quality.

Sections 3 to 5 present highlights of the results from the survey by fleet. Each of these sections gives a fleet overview, fleet profile of operating and maintenance expenses related to fishing activities and the fleet's financial performance profile.

The statistical tables in Annex A are consolidated by fleet type and by region where publishable data are available. All statistical tables pertaining to expenses, revenues and other financial information are based on the **average reported values** across statistical units.[1]

[1] In the following regions, the statistical units refer to fishing enterprises that usually own one primary fishing vessel (and one or more secondary vessels): Newfoundland and Labrador, Gulf and Quebec. In the Maritimes region, the statistical units pertain to vessel-based operations. However, most fishing enterprises in the Maritimes own one primary fishing vessel. Section 6.6.1 provides an explanation of how the average reported values were derived.

Text Box 2.1
List of concepts, terms and definitions

Reference year: all survey results and data presented in this report cover the 2004 fishing season.

Fishing enterprise, vessel-based operations, and statistical unit for the C&E survey: A fishing enterprise is the fishing unit comprised of all licences, vessels, gear and facilities held by the licence holder. In the Newfoundland and Labrador, Quebec and Gulf regions, the statistical units refer to fishing enterprises. In the Maritimes region, the statistical units pertain to vessel-based operations. However, most fishing enterprises in the Maritimes also own one primary fishing vessel and the statistical units are thus fairly consistent among regions. The estimates of presented in the tables are based on the overall operations of the statistical unit. For ease of exposition, the words 'enterprise' and 'statistical unit' are used interchangeably, despite the minor variation for Maritimes region.

Fleet: group of fishing enterprises fishing a common species or group of species. Sections 3 to 5 of the report provide a more specific definition of what constitutes each surveyed fleet.

Region: refers to the Fisheries and Oceans Canada (DFO) regions (Table 2.1).

Fishing revenues: total earnings of the fishing enterprise from all fishing operations; also refers to the total value of landings from all fisheries, excluding revenues from sentinel fisheries.

Operating and maintenance expenses: operating and maintenance expenses related to fishing operations/activities, in all fisheries (main fishery and other fisheries) in which the enterprises were involved during 2004. Expenses pertaining to non-fishing activities of an enterprise are excluded from the estimates. Note that ***labour costs*** do not include owner-operator labour costs.

Gross operating income: total fishing revenues less total operating and maintenance expenses.

Depreciation: based on the definition of *economic depreciation* that measures the loss in fair market value of capital assets, occurring as a result of ageing, wear and tear and obsolescence. It represents the value of capital which is no longer available for future use. This definition should not be confused with *tax depreciation* (capital cost allowance). Section 6 provides additional information on the calculation of depreciation estimates for various fleets in the survey.

Net operating income: gross operating income less depreciation.

Interest expense: total amount of interest payments made during 2004.

Net income before taxes: net operating income less interest expense.

Days at sea:[1] total days at sea spent by all vessels owned by the fishing enterprise.

Days fished:[1] total days fished by all vessels owned by the fishing enterprise.

Average crew size:[1] average number of crew members, including captain or skipper and taking into account all vessels owned by the enterprise.

Lobster fishing areas (LFAs): to manage the fishery, the waters of Atlantic Canada are divided into 41 LFAs, each with its own season, varying in length from 8 weeks to 8 months.

Crab fishing areas (CFAs): snow crab management areas; currently, there are 31 CFAs in Atlantic Canada.

Vessel length category: the NL survey results for two fleets (crab fleet and 'Other' fleet) are further broken down into three vessel categories based on vessel length: <25 ft, 25-34 ft, and 35-64 ft vessel length categories.

NAFO subareas and divisions: the scientific and statistical subareas, divisions and subdivisions defined in Annex III of the Northwest Atlantic Fisheries Organization (NAFO) Convention.

Note:
1. The NL Region used specific definitions for days at sea, days fished and average crew size. These definitions are noted in the fishing effort profile and revenue tables of the NL crab, shrimp and other fleets.

3.0 Crab Fleet

3.1 Overview

There were 113,875 MT of crab landings in the Atlantic Region in 2004 valued at $621 million. Snow crab represented over 90% of the total landed quantity and 99% of the total value for that year.

About half of total Atlantic crab quantities were landed in the Newfoundland and Labrador region (NL).[12] An additional 24% and 15% were landed in Gulf and Quebec regions, while the Maritimes region had a relatively smaller proportion of total crab landings (10%). Survey results are presented here for the crab fleets based in NL, Gulf and Quebec regions.

Commercial fishing for snow crab in the East Coast began in the mid-1960s, following the discovery of major stocks in the Gulf of St. Lawrence.[13] Harvesting in the waters off Newfoundland and Labrador soon followed, and by the late 1970s, snow crab was an important limited-entry fishery in Atlantic Region. With the collapse of the groundfish fishery in the 1990s, snow crab harvests more than doubled in just a few years. In 2004, snow crab represented 32% of the total value of Canada's Atlantic commercial fishery.

In support of the management plan for the fishery, there are currently 31 crab fishing areas (CFAs) in Atlantic Canada. The survey results for the Gulf and Quebec snow crab fleets cover the CFAs 19, 12A, 14 and 15.[14] The NL survey did not target specific CFAs, but rather, it covered all active crab fishing enterprises in 2004.[15] For all three regions, the survey results primarily pertain to snow crab, given the predominance of that species in the commercial harvest.

3.2 Newfoundland and Labrador Region

3.2.1 Fishing Revenues and Fishing Effort

The NL crab fleet results are presented by vessel length category. There were 600 active crab fishing enterprises making up the NL region's <25 ft vessel length category (Table 3.1). On average, enterprises in this fleet earned $32,339 from their fishing operations in 2004. In comparison, the average fishing revenues of the 25-34 ft crab fleet were $52,911. Over half of the NL crabbers fell into the 25-34 ft vessel length category.

The larger vessels (35-64 ft) were further sub-divided into two categories. The first was made up of 279 crab and shrimp enterprises, i.e., crabbers that also obtained a sizeable portion of their revenues from shrimp. Average fishing revenues in this sub-category were $539,564.

Table 3.1
Crab Fleet, Fishing Effort Profile and Revenue, Newfoundland and Labrador Region, 2004

	Vessel Length Category			
	<25 ft	25-34 ft	35-64 ft	
			crab & shrimp	crab
	number			
Days at sea	71	72	84	65
Days fished	51	56	59	51
Average crew size	2	3	6	5
Number of fishing enterprises	600	1,574	279	651
Quantity of crab landings	5,989 kg	7,554 kg	60,257 kg	32,514 kg
Revenues from crab landings	$28,656	$37,894	$322,122	$174,553
Average price ($/kg)	$4.78	$5.02	$5.35	$5.37
% of fishing revenues from crab landings	89%	72%	60%	77%
Revenues from all fisheries	$32,339	$52,911	$539,564	$227,109

Note

This table presents average reported values from the Costs and Earnings Survey, 2004 and not the administrative data from the regional DFO catch and effort databases.

* NL Region had specific definitions for days at sea, days fished and average crew size: (1) *Days at sea* = any day in which landings of fish were caught for sale but also includes the days required for setting and taking up gear when there are no landings; days when gear is hauled but with no landings; and days spent searching for fish or steaming to and from the fishing grounds. (2) *Days fished* = any day in which landings of fish were caught for sale. (3) *Average crew size* = the average number of individuals (skipper plus all deckhands/crew) on board while the vessel was participating in the specified fishery.

Source

Fisheries and Oceans Canada, Economic Analysis and Statistics

[12] Fisheries and Oceans Canada, Statistical Services, http://www.dfo-mpo.gc.ca/communic/statistics, accessed October 2, 2006.

[13] Standing Senate Committee on Fisheries and Oceans, *The Atlantic Snow Crab Fishery: Interim Report on the Committee's study of the federal government's new and emerging policy framework for managing Canada's fisheries and oceans*, June 2006, Ottawa.

[14] The Maritimes snow crab fleet was also surveyed but the results are not included in this report because of the poor survey response from the fleet. See Section 6, Table 6.1 for a summary of response rates by regional fleets.

[15] Active enterprises refer to those enterprises that recorded landed values during 2004 with total landed values of $10,000 or more. See also Section 6.2.

The second was composed of 651 crab fishing enterprises and their average fishing revenues were $227,109 in 2004. All surveyed crab fleets earned 72% or more of their fishing revenues from crab landings, except for the 35-64 ft crab and shrimp fleet (60% from crab) (Table 3.1).

The NL crab fleets spent between 65 days (35-64 ft crab fleet) and 84 days (35-64 ft crab and shrimp fleet) at sea throughout the fishing season. Most of their landings were from the following areas: Southern Labrador-Eastern Newfoundland (NAFO Divisions 2J, 3K and 3L), Northern Gulf of St. Lawrence (NAFO Division 4R and 3Pn) and St. Pierre Bank (NAFO Division 3Ps).

The <25 ft and the 25-34 ft vessel length categories reported an average crew size of 2 and 3, respectively, whereas the two 35-64 ft fleets had between 5 and 6 average crew members including skipper.

3.2.2 Operating and Maintenance Expenses

The average total cost of vessel operations for both the smaller crab fleets (<25 ft and 25-34 ft crabbers) was under $40,000 in 2004 (Table A.1). For the larger vessels (35-64 ft), the operating and maintenance expenses were $1€1,105 (crab fleet) and $357,095 (crab and shrimp fleet).

Given the differences in fleet characteristics (number of vessels owned, vessel age and composition, etc.), it was not surprising that there were significant differences in the expense levels among the four crab fleets surveyed. In all the fleets, however, the top five expense categories represented a combined share of 85% or more of total operating and maintenance expenses (Table A.1).

Figure 3.1
Operating and Maintenance Expenses, by Vessel Length Category, NL Crab Fleet, 2004

Source Fisheries and Oceans Canada, Economic Analysis and Statistics

Labour and fuel expenses were consistently the top two expense categories of the NL crab fleets (Figure 3.1). The expense share of nets and gear and bait purchases were 15% in the <25 ft crab fleet and 11% in the 25-34 ft crab fleet. These same expense items were not as significant (under 10%) in the two 35-64 ft crab fleets.

Vessel insurance was a relatively important expense for the larger vessel categories. On average, enterprises in the 35-64 ft crab and shrimp fleet spent over $21,000 to insure their vessels in 2004. Most enterprises in this fleet owned two vessels, with the main vessel averaging 57 ft. The 35-64 ft crab fleet spent, on average, $6,683 to cover vessel insurance. The average length of primary vessels in this fleet was 43 ft.

The NL crab fleets allocated between 3% and 5% of total operating and maintenance expenses on service, licence fees, and other government payments.[16]

3.2.3 Financial Performance

Crab fleets in the two smaller vessel length categories retained under $20,000 in gross operating incomes (Figure 3.2 and Table A.2). The shares of gross operating incomes in both fleets were 40% (<25 ft) and 33% (25-34 ft) of total fishing revenues in 2004.

The 35-64 ft crab and shrimp fleet had an average gross operating income of $182,469 during the year (34% of total fishing revenues) whereas the 35-64 ft crab fleet retained less than 30% of its total fishing revenues, with gross operating income of $66,004.

Depreciation estimates ranged from just over $3,000 (<25 ft) to $54,791 (35-64 ft crab and shrimp). The net operating income in each fleet ranged from 20% to 30% of total fishing revenues. Interest expense estimates for all the NL crab fleets were not high enough to result in a big difference between net operating income and net income before taxes (Table A.2).

[16] This total includes fishing licence fees, dockside monitoring charges, At-Sea-Observer charges, ship safety inspection fees, federal port charges, union/association dues, municipal charges, Marketing Board charges and other special agreements fees.

3.3 Gulf and Quebec Regions

3.3.1 Fishing Revenues and Fishing Effort

Crab Fishing Area (CFA) 19 is located off the western coast of Cape Breton. It is found in an area that was also known as "the gully"[17] and usually, snow crab fishing in this area is conducted between mid-July and mid-September. The Gulf region's CFA 19 fleet had 102 permanent fishing enterprises in 2004 and the fleet reported average fishing revenues of $346,686.[18] Approximately eighty four cents out of every dollar earned in fishing revenues by the fleet were from snow crab landings (Table 3.2).

The Gulf CFA 19 fleet spent approximately 78 days at sea during the fishing season. The vessels had an average of 4 crew members, including captain/ skipper. The fleet's average snow crab landings were 44,663 kilograms valued at $289,072.

In the Quebec region, the C&E results for three snow crab management areas, in the Northern Gulf of St. Lawrence, are presented: CFAs 12A, 14 and 15. Depending on the area, the 2004 fishing season opened in March (CFA 12A), April (CFA 14) and May (CFA 14).[19]

The average fishing revenues of the Quebec CFA 12A and CFA 14 snow crab fleets were comparable in 2004: $141,128 for CFA 12A and $151,446 for CFA 14 snow crab fishers.

The CFA 15 fleet, on average, caught 36,013 kilograms of snow crab that accounted for almost all of its fishing revenues. The average price per kilogram of crab was under $6.00 for the three Quebec crab fleets, whereas the Gulf CFA 19 fleet received a higher price of $6.47 (Table 3.2).

Unlike the Gulf snow crabbers in CFA 19, a smaller number of enterprises comprised the Quebec crab fleets and these fleets spent much less time at sea (between 16 and 37 days) during the fishing season. The difference could be explained, in part, by the more diversified fishing efforts of the Gulf CFA 19 fleet, i.e., more time spent fishing for other species.

3.3.2 Operating and Maintenance Expenses

Labour was the most important expense category in all the Gulf and Quebec snow crab fleets profiled in this report. Each of the other operating and maintenance expense categories accounted for 10% or less of the feet's total vessel operations costs. However, as expected, the expense levels varied widely among the fleet.

Table 3.2
Crab Fleet, Fishing Effort and Revenue Profile, Gulf and Quebec Regions, 2004

	Gulf Fishing Area snow crab	Quebec Fishing Areas snow crab		
	19	12A	14	15
	number	number		
Days at sea	78	34	37	16
Days fished	74	32	37	16
Average crew size	4	4	4	4
Number of fishing enterprises	102	9	19	7
Quantity of crab landings	44,663 kg	19,754 kg	21,265 kg	36,013 kg
Value of crab landings	$289,072	$116,106	$109,024	$184,048
Average price ($/kg)	$6.47	$5.88	$5.13	$5.11
% of fishing revenues from crab landings	84%	84%	76%	99%
Revenues from all fisheries	$346,686	$141,128	$151,446	$185,273

Note:
This table presents average reported values from the Costs and Earnings Survey, 2004 and not the administrative data from the regional DFO catch and effort databases.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

[17] CFA 19 was made an exclusive inshore zone in 1978.
[18] Fishing enterprises with 18 or more traps. The totals exclude the 9 First Nations CFA 19 snow crab licences.
[19] Fisheries and Oceans Canada, Canadian Science Advisory Secretariat Report 2005/027, Quebec Region, *Snow Crab of the Estuary and Northern Gulf of St. Lawrence (Areas 13 to 17 and 12A, 12B and 12C) in 2004*, Ottawa.

The average total cost of vessel operations in the Gulf CFA 19 fleet was $95,396 (Table A.3), and over half of the amount was spent on labour costs ($53,459). In the Quebec region, the total cost of vessel operations was comparable for the CFA 12A and CFA 14 fleets ($83,045 and $73,034). In these fleets, labour cost accounted for at least half of total operating and maintenance expenses.

The C&E results showed a different cost levels for CFA 15 snow crabbers, whose average total cost, $154,543, was at least 60% more than the three other Gulf and Quebec CFAs. This was primarily due to the fleet's average labour expenses of $112,154 (72% of the total). According to survey data, the CFA 15 fleet also had other significant labour costs related to employment insurance and Commission de la santé et de la sécurité du travail (CSST) payments.

In all the Gulf and Quebec snow crab fleets profiled in this report, each of the operating and maintenance expense categories accounted for 10% or less of the fleet's total vessel operations cost, although the actual amounts varied widely among the four fleets.

Amounts spent on bait ranged from less than $2,000 (Quebec CFA 12A) to almost $10,000 (Gulf CFA 19). Expenses on nets and gear and the costs of vessel repairs and maintenance during 2004 were relatively higher for Quebec snow crab fleets (CFAs 12A, 14 and 15). Vessel insurance fees were between 2% and 6% of total cost in all fleets.

Fishing licence fees were just under $1,400 on average for the Quebec CFA 14 fleet but exceeded $4,000 in other fleets (CFAs 19 and 15). Dockside monitoring charges were around $2,000 in the different CFAs.

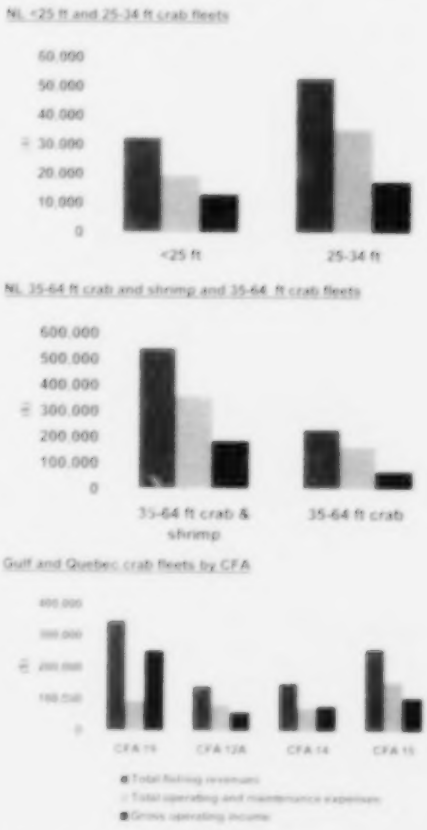
Adding up all the service fees and government payments, the Gulf and Quebec crab fleets spent between 5% and 9% of their total operating and maintenance expenses on service, licence fees, and other government payments.[20]

3.3.3 Financial Performance

In 2004, the Gulf CFA 19 fleet had an average gross operating income of $251,290 (or 72% of total fishing revenues). Among the Quebec region snow crab fleets, the CFA 14 and CFA 15 fleets posted similar gross operating incomes of just over $78,000 while CFA 12A snow crabbers retained 41% of their fishing revenues ($58,083) after deducting the cost of fishing operations (Figure 3.2 and Table A.4).

Economic depreciation estimates were relatively close among the Quebec fleets, ranging from $10,729 to $12,849, whereas the Gulf CFA 19 fleet estimate exceeded $15,000. Average interest payments in 2004 ranged from $2,946 (CFA 14) and $6,989 (CFA 19). After deducting the cost of operations, depreciation and interest expense, the resulting net income before taxes shows that the Quebec snow fleets in CFAs 12A, 14 and 15 kept between 30% and 43% of their fishing revenues whereas the Gulf CFA 19 fleet retained about two-thirds of its earnings from fishing operations (Table A.4).

Figure 3.2
Fishing Revenues, Operating and Maintenance Expenses, Gross Operating Income, NL, Gulf and Quebec Crab Fleets, 2004



Source: Fisheries and Oceans Canada, Economic Analysis and Statistics

[20] This total includes fishing licence fees, dockside monitoring charges, At-Sea-Observer charges, ship safety inspection fees, federal port charges, union/association dues, municipal charges, Marketing Board charges and other special agreements fees.

4.0 Lobster Fleet

4.1 Overview

Lobsters (*homarus americanus*) are found in coastal waters from southern Labrador to Maryland, with the major fisheries in the Gulf of St. Lawrence and the Gulf of Maine. Though lobsters are most common in coastal waters, they are also found in warm deep water areas of the Gulf of Maine and along the outer edge of the continental shelf from near Sable Island to off North Carolina.[21]

Lobsters make seasonal migrations, moving to shallow waters in summer and deeper waters in winter. Hence, lobster landings peak twice a year, once in the period from April to June when the spring season opens and then in December after the winter fishery opens in southwestern Nova Scotia.

A major conservation management program was initiated in Atlantic Canada in light of the 1995 review of the Atlantic lobster fishery by the Fisheries Resource Conservation Council.[22] The waters of Atlantic Canada are currently divided into 41 lobster fishing areas (LFAs), each with its own season, varying in length from eight weeks to eight months (Table 4.1).[23]

Canada's Atlantic region landed a total of 47,375 MT of lobster in 2004, valued at $589 million. Of the total lobster catches, 25,357 MT (53%) were in the Maritimes region, followed by Gulf (16,271 MT or 34%), Quebec (3,838 MT) and NL (1,910 MT).[24]

The C&E results are presented for the Gulf, Quebec and Maritimes regions. These regions surveyed the lobster specialists, defined as those lobster enterprises and/or vessels with a lobster licence, with minimum fishing revenues of $10,000 in 2004 and which obtained 75% or more of their fishing revenues from lobster landings. Survey results are further broken down by LFA in the three regions, where publishable data were obtained.

Table 4.1
Lobster Fishing Areas (LFA), Atlantic Canada

LFA	Geographic Location	Region
15A, 15B, 16	Lower North Shore	Quebec
17A, 17B	Anticosti Island	Quebec
18A-I	Upper and Middle North Shore	Quebec
19, 20 A/B, 21	Gaspé Peninsula	Quebec
22	Magdalen Islands	Quebec
23, 24, 25, 26A, 26B	Southern Gulf of St. Lawrence	Gulf
27, 28, 29, 30	Eastern Cape Breton	Maritimes
31A, 31B, 32, 33	Eastern and South Shore Nova Scotia	Maritimes
34	Southwest Nova Scotia	Maritimes
35, 36, 37, 38	Bay of Fundy	Maritimes

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

4.2 Gulf, Quebec and Maritimes Regions

4.2.1 Fishing Revenues and Fishing Effort

The Atlantic lobster fleet's fishing revenues varied widely, depending on the LFA (Table 4.2). In 2004, six lobster fleets earned over $100,000, on average, from their fishing operations – lobster fleets in Southwest Nova Scotia (LFA 34), Bay of Fundy (LFAs 35-38)[25], Anticosti Island (LFA 17), Magdalen Islands (LFA 22)[26], and Southern Gulf of St. Lawrence (LFA 24). The average reported fishing revenues of lobster fleets in all other surveyed areas were much lower, between $45,000 and $72,000.

The majority of surveyed lobster fleets obtained more than 70% of their revenues from lobster landings (Table 4.2). The only exceptions were the Gaspé Peninsula lobster fleets in LFAs 20B5-B8 (69%) and LFA 21 (52%). The value of mackerel, herring and rock crab landings also represented a significant share of fishing revenues for these fleets.

Most of the surveyed fleets in the Gulf, Quebec and Maritimes regions spent between 50 to 70 days at sea during the 2004 fishing season. The reported average number of days at sea was longer (over 90 days) for the Quebec lobster fleet in the Gaspé Peninsula (LFAs 20 and 21[27]) and for the Maritimes lobster fleet in the Bay of Fundy (LFAs 35-38).

[21] Fisheries and Oceans Canada, Science, Maritimes Region, DFO Atlantic Fisheries Stock Status Report 96/116E, *Lobster LFA 34 SW Nova Scotia*, April 1997.
[22] Fisheries and Oceans Canada, Science, Maritimes Region, Canadian Science Advisory Secretariat, Science Advisory Report 2006/024, *Framework Assessment for Lobster (Homarus Americanus) in Lobster Fishing Area (LFA) 34*, May 2006.
[23] Fish and Seafood Divers, Fact Sheets, Atlantic Lobster, http://www.sndfoodcanada.gc.ca/, accessed September 29, 2006.
[24] Fisheries and Oceans Canada, Statistical Services, http://www.dfo-mpo.gc.ca/communic/statistics, accessed October 2, 2006.
[25] The Maritimes sample for lobster fleet LFA 35-38 included vessels with a lobster licence in LFAs 35, 36, 37 and 38. However, at the end of the data collection period, there were no survey responses from LFA 38 lobster fishers.
[26] LFA 22 Diversified and Specialized.
[27] Refers to surveyed lobster fishers in LFAs 21 and 20B1-B4 and 20B5-B8.

Table 4.2
Lobster Fleet, Fishing Effort and Revenue Profile, Gulf, Maritimes and Quebec Regions, 2004

	Gulf Lobster Fishing Areas (LFA)				
	23	24	25	26A	26B
			number		
Days at sea	81	66	62	61	58
Days fished	79	66	62	61	56
Average crew size	3	3	2	2	3
Number of fishing enterprises	658	604	760	731	238
Quantity of lobster landings	4.499 kg	9.278 kg	3.277 kg	4.296 kg	4.680
Value of lobster landings	$47.463	$102.240	$34.731	$50.548	$58.053
Average price ($/kg)	$10.55	$11.02	$10.60	$11.77	$12.40
% of fishing revenues from lobster landings	87%	94%	77%	89%	87%
Revenues from all fisheries	$55.065	$108.507	$45.063	$57.029	$66.364

	Maritimes Lobster Fishing Areas				
	27	28-32	33	34	35-38
			number		
Days at sea	50	63	89	81	102
Days fished	50	63	89	81	101
Average crew size	2	2	2	3	3
Number of fishing enterprises/vessels	269	257	474	959	268
Quantity of lobster landings	3.769 kg	4.485 kg	5.251 kg	17.204 kg	11.943 kg
Value of lobster landings	$49.781	$53.508	$58.996	$240.305	$155.834
Average price ($/kg)	$13.21	$11.93	$11.24	$13.97	$13.05
% of fishing revenues from lobster landings	96%	96%	96%	98%	96%
Revenues from all fisheries	$51.957	$55.817	$61.467	$245.479	$162.435

	Quebec Lobster Fishing Areas						
	17	20A3-A10	20B1-B4	20B5-B8	21	22 Diversified	22 Specialized
				number			
Days at sea	70	74	96	125	219	80	65
Days fished	65	74	88	105	176	81	64
Average crew size	3	3	3	2	2	3	3
Number of fishing enterprises	10	75	51	37	3	24	293
Quantity of lobster landings	11.496 kg	5.006 kg	4.117 kg	2.310 kg	1.858 kg	9.011 kg	7.572 kg
Value of lobster landings	$122.672	$66.587	$55.779	$31.240	$26.112	$97.903	$99.255
Average price ($/kg)	$10.67	$13.30	$13.55	$13.53	$14.05	$10.86	$13.11
% of fishing revenues from lobster landings	96%	94%	93%	69%	52%	71%	90%
Revenues from all fisheries	$128.365	$72.272	$59.783	$45.474	$50.236	$137.904	$110.402

Note:
This table presents average reported values from the Costs and Earnings Survey 2004 and not the administrative data from the regional DFO catch and effort databases.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Lobster fleets in the three regions had an average of two to three crew members in 2004, including captain and/or skipper.

4.2.2 Operating and Maintenance Expenses

In many lobster fleets, the average total cost of vessel operations in 2004 was under $50,000 (Table A.5). Among the more lucrative areas (LFAs 17, 22, 24, 34, 35-38),[28] total operating and maintenance expenses ranged from $52,760 (LFA 22 Specialized) to $146,992 (LFA 34).

The combined shares of the top six expense categories were at least 80% of operating and maintenance expenses among the surveyed

[28] Based on 2004 fishing revenues reported in the survey.

fleets in 2004. These categories included labour costs, fuel, oil and grease expenses, bait purchases, vehicle expenses for fishing, vessel repairs and maintenance, and nets and gear expenses (Table A.5).

With few exceptions, the Atlantic lobster fleets in the three regions reported average labour expenses below $50,000, and with most of the fleets having labour expenses between $10,000 and $20,000. Labour expenses were between 30% and 40% of total operating expenses in most fleets. Two of the Maritimes fleets (LFA 34 and LFA 35-38) had notably higher labour costs of $89,674 and $55,313, respectively.

Fuel expenses were under $5,000 in most lobster fleets and represented 16% or less of total operating expenses. The highest average fuel expenses were reported by Quebec lobster fishers in Anticosti Island (LFA 17) and Maritimes region's Southwest Nova Scotia (LFA 34) lobster fleets, where the average fuel expenses were $10,354 (LFA 17) and $9,041 (LFA 34). Between 9% and 15% of the Atlantic lobster fleet's total operating expense were spent on bait purchases. Most of the fleets spent just as much, if not more, on bait as they did on fuel in 2004.

Other notable expenses that were directly related to fishing effort included the costs of nets and gear, ice and salt and food. The amounts spent on purchases and/or repairs of nets and gear, for example, generally made up close to 10% of total operating and maintenance expenses in 2004.

Vessel repairs and maintenance expenses were the highest for the LFA 17 Anticosti Island lobster fleet (averaging over $9,000), followed by the lobster fleet in Southwest Nova Scotia's LFA 34 ($5,510). Vessel insurance costs were also the highest in these two areas in 2004 ($4,126 and $3,157, respectively).

Vehicle expenses related to fishing represented between 4% and 11% of total operating expenses of surveyed fleets during the year. The average fishing-related vehicle expenses in 2004 were as low as $2,008 for the LFA 21 fleet in the Gaspé Peninsula to as high as $6,343 spent by the Bay of Fundy lobster fleet in LFAs 35-38.

The Gulf, Quebec and Maritimes lobster fleets spent about 4% of total operating and maintenance expenses on service, licence fees, and other government payments.[29] The average dollar amounts ranged from $810 (LFA 20B1-B4) to $4,189 (LFA 34).

[29] This total includes fishing licence fees, dockside monitoring charges, At-Sea-Observer charges, ship safety inspection fees, federal port charges, union/association dues, municipal charges, Marketing Board charges and other special agreements fees.

4.2.3 Financial Performance

In 2004, the majority of surveyed lobster fleets in the Atlantic Region posted gross operating incomes of less than $40,000 (Tables 4.3 and A.6).

In the Quebec region, the Magdalen Islands lobster fleet (LFA 22 Diversified and LFA 22 Specialized) had the highest average gross operating income in 2004.

Table 4.3
Gross Operating Income, Net Operating Income and Net Income Before Taxes, by LFA, Quebec, Gulf and Maritimes Lobster Fleets, 2004

LFA	Gross operating income	Net operating income	Net income before taxes
	($)		
17	39,574	27,552	26,333
20A3-A10	30,736	25,540	24,758
20B1-B4	22,039	15,706	13,897
20B5-B8	16,656	10,994	9,616
21	20,839	15,151	14,504
22 Diversified	69,616	54,164	50,240
22 Specialized	57,643	44,940	41,170
23	17,562	10,607	7,874
24	63,982	54,346	50,731
25	15,473	9,565	7,679
26A	23,672	16,406	12,959
26B	38,510	31,912	29,140
27	21,479	16,750	16,059
28-32	24,008	18,801	18,167
33	23,474	17,167	15,838
34	98,487	84,568	79,046
35-38	67,459	58,625	54,945

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Among the lobster fleets in Gulf region, the 2004 average gross operating income of those in LFA 24 ($63,982) was more than double the values recorded in the other Southern Gulf of St. Lawrence lobster fleets, especially when compared with the gross operating incomes of LFA 25 ($15,473) and LFA 23 ($17,562).

In the Maritimes region, lobster enterprises in Southwest Nova Scotia (LFA 34), reported the highest average gross operating income of $98,487. Encompassing 21,000 km^2, LFA 34 is considered the most lucrative lobster fishing area in the region and posts the highest landings of any LFA in Canada.[30]

The Maritimes' LFA 35-38 Bay of Fundy lobster fleets also earned significant gross operating income that year ($67,459). Looking at the other Maritimes lobster fleets in Eastern Cape Breton as well as Eastern and South Shore Nova Scotia (LFAs 27, 28-32, 33), their gross operating incomes were comparable to those generally realized by lobster fleets in Quebec and Gulf regions.

Estimates of economic depreciation of capital assets were less than $10,000 in all fleets except three: Anticosti Island (LFA 17) and Magdalen Islands (LFA 22) in Quebec and Southwest Nova Scotia (LFA 34) in the Maritimes (Table A.6). Average interest payments were under $1,000 for some fleets (LFAs 21, 27, 28-32) while in others, these payments were more than $5,000 (LFA 34).

In 2004, all surveyed lobster fleets in the three Atlantic regions were left with less than half of their earnings from fishing operations after taking into account the depreciation and interest payments. The LFA 24 lobster fleet in the Southern Gulf of St. Lawrence posted the highest net income share of total fishing revenues (47%), whereas the adjacent LFA 23 lobster fishers had the lowest share (14%).

[30] Fisheries and Oceans Canada, Science, Maritimes Region, Canadian Science Advisory Secretariat, Science Advisory Report 2006/024, *Framework Assessment for Lobster (Homarus Americanus) in Lobster Fishing Area (LFA) 34*, May 2006.

5.0 Other Regional Fleets

5.1 Newfoundland and Labrador Shrimp Fleet

5.1.1 Overview

Atlantic Canada's commercial fleets landed 176,053 MT of shrimp in 2004, with a total value of $248 million. Of the total Atlantic shrimp landings, 88,326 MT were landed by vessels 65 ft and over ($153 million).

Nearly one third (54,812 MT) of the shrimp catches in the Atlantic region were from NAFO Division 3K. Significant quantities of shrimp were also landed in NAFO Divisions 2J and 4S.[31]

The Newfoundland and Labrador region accounted for 68% (120,400 MT) of the total quantity of shrimp landings, followed by the Maritimes (15%), Quebec (13%) and Gulf (4%) regions.[32]

After crab, shrimp is the next most important species for the Newfoundland and Labrador commercial fleets. In 2004, shrimp landings contributed $168 million in fishing revenues.

The shrimp fleet survey results presented in this section cover the costs and earnings profile of NL's active 35-64 ft shrimp enterprises in NAFO Division 4R. Other NL enterprises with significant shrimp and crab landings were profiled in Section 3.2 (35-64 ft crab and shrimp vessel length category).

5.1.2 Fishing Revenues and Fishing Effort

On average, an enterprise in the NL 35-64 ft shrimp fleet earned $340,141 in total fishing revenues in 2004. Shrimp landings represented 85% of this total (Table 5.1). The fleet landed an average quantity of 287,906 kg of shrimp, valued at $286,651 during the period.

Shrimp enterprises spent approximately 73 days at sea and 56 days were spent fishing. Similar to the NL 35-64 ft crab fleet's average crew size, this fleet also had a 5-person-crew average.

5.1.3 Operating and Maintenance Expenses

The average cost of the NL shrimp fleet operations reached $247,297 in 2004 and half of this amount ($122,458) was attributed to labour costs (Table A.7).

Other key expense categories which collectively account for 30% of operating and maintenance expenses were fuel, oil and grease ($47,552), vessel insurance ($15,121) and nets and gear ($11,322).

Enterprises in this fleet paid about $4,600 in

Table 5.1
Shrimp Fleet, Fishing Effort and Revenue Profile, Newfoundland and Labrador Region, 2004

	35-64 ft
	number
Days at sea[1]	73
Days fished[1]	56
Average crew size[1]	5
Number of fishing enterprises	61
Quantity of shrimp landings	287,906 kg
Value of shrimp landings	$286,651
Average price ($/kg)	$1.00
% of fishing revenues from shrimp landings	85%
Revenues from all fisheries	$340,141

Note:
This table presents average reported values from the Costs and Earnings Survey, 2004 and not the administrative data from the regional DFO catch and effort databases.
1. NL Region had specific definitions for days at sea, days fished and average crew size: (1) *Days at sea* = any day in which landings of fish were caught for sale but also includes the days required for setting and taking up gear when there are no landings, days when gear is hauled but with no landings, and days spent searching for fish or steaming to and from the fishing grounds. (2) *Days fished* = any day in which landings of fish were caught for sale. (3) *Average crew size* = the average number of individuals (skipper plus all deckhands/crew) on board while the vessel was participating in the specified fishery.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

[31] Fisheries and Oceans Canada, Statistical Services, *2004 Atlantic Zonal Interchange File* integrated from the regional catch and effort databases.

[32] Fisheries and Oceans Canada, Statistical Services, http://www.dfo-mpo.gc.ca/communic/statistics, accessed October 2, 2006.

licence fees for the fishing season. Dockside monitoring and at-sea-observer charges added $5,334 and $1,256, respectively, to the total cost of operations. Total service fees and government payments were $13,771 or 6% of the operating and maintenance expenses (Table A.7).

5.1.4 Financial Performance

After deducting the total cost of fishing operations, the NL 35-64 ft shrimp fleet's average gross operating income amounted to $92,844 or 27% of its 2004 fishing revenues (Figure 5.1 and Table A.8).

Depreciation expense was estimated at $35,583 per enterprise and average interest payments were $6,345 in 2004.

At $50,916, the fleet's average net income before taxes represented 15% of the total fishing revenues for the fishing season (Table A.8).

5.2 Newfoundland and Labrador 'Other' Fleet

5.2.1 Overview

Since the NL survey covered all active fishing enterprises, the NL '*Other*' fleet includes the important contribution of fishing enterprises involved in fisheries other than the crab and shrimp.

Following the approach used in the NL crab fleet, the survey results for the NL 'Other' fleet are further broken down and presented by vessel length category. The NL survey covered active core fishing enterprises.[33]

5.2.2 Fishing Revenues and Fishing Effort

In 2004, the NL 'Other' fleet had 110 active fishing enterprises in the <25 ft vessel category (Table 5.2). Average fishing revenues from various fisheries were $26,766. The fleet spent an average of 95 days at sea and caught approximately 11,784 kilograms of various species during the fishing season. Most vessels in this fleet had average crew size of 2 including captain/skipper.

In the 25-34 ft vessel length category, there were 258 active fishing enterprises whose earnings from fishing operations were just under $35,000 per enterprise in 2004 (Table 5.2). The majority of enterprises in this vessel category spent 81 days at sea and had a total of 22,589 kilograms of landings throughout the season. Like the <25 ft category, this fleet also had an average of 2 crew members including captain/skipper.

Forty four active fishing enterprises made up the larger vessel category (35-64 ft vessels) in 2004. Their reported average fishing revenues and average crew size were comparable to those of the NL crab fleet's 35-64 ft vessel length category ($292,112 in fishing revenues and average crew size of 5, Table 5.2).

Table 5.2
'Other' Fleet, Fishing Effort and Revenue Profile, Newfoundland and Labrador Region, 2004

	Vessel Length Category		
	<25 ft	25-34 ft	35-64 ft
	number		
Days at sea[1]	95	81	87
Days fished[1]	72	72	77
Average crew size[1]	2	2	5
Number of fishing enterprises	110	258	44
Quantity of landings	11,784 kg	22,589 kg	279,215 kg
Value of landings from all fisheries	$26,766	$34,800	$292,112

Note:
This table presents average reported values from the Costs and Earnings Survey, 2004 and not the administrative data from the regional DFO catch and effort databases.
1. NL Region had specific definitions for days at sea, days fished and average crew size: (1) *Days at sea* = any day in which landings of fish were caught for sale but also includes the days required for setting and taking up gear when there are no landings; days when gear is hauled but with no landings; and days spent searching for fish or steaming to and from the fishing grounds. (2) *Days fished* = any day in which landings of fish were caught for sale. (3) *Average crew size* = the average number of individuals (skipper plus all deckhands/crew) on board while the vessel was participating in the specified fishery.
Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

[33] Active enterprises refer to those enterprises that recorded landed values during 2004 with total landed values of $10,000 or more.

According to the surveyed vessels in the fleet, irrespective of vessel size, their landings were primarily from the Northern Gulf of St. Lawrence (mostly from NAFO Division 4R but also some from 3Pn) and St. Pierre Bank (NAFO Division 3Ps).

The reported number of fisheries in which vessels of the NL 'Other' fleet were involved in during 2004 indicates the wide array of species caught. Enterprises in both the small and large vessel categories were involved in 4 or 5 fisheries whereas the middle-sized vessels (25-35 ft) participated in even more fisheries during that year (6 to 7 fisheries).

Lobster and cod were the primary fisheries for the small and medium-sized vessels. To a lesser extent, species such as herring, lumpfish and capelin were also common among the species caught by these vessels.

The 35-64 ft vessel landings were a mixture from different fisheries and there was no clear pattern in the survey responses that allowed the identification of prominent species. Examples of species caught were sea scallops herring, lobster, mackerel and groundfish (turbot, greysole, halibut, cod and lumpfish).

5.2.3 Operating and Maintenance Expenses

The average operating and maintenance costs of vessel operations for the small and medium-sized fleets were under $25,000 in 2004 (Table A.9). In these two vessel length categories, the top three expense categories were (1) labour, (2) fuel, oil and grease and (3) nets and gear. Each of the remaining expense categories were less than 5% of total operating and maintenance expenses.

Similar survey results were obtained for the 35-64 ft vessel category, where three-fifths of fishing operations costs were labour costs, averaging over $100,000 in 2004 (Table A.9). This was followed by expenses on fuel, oil and grease ($23,813). The other expense categories were nets and gear ($8,332) and vessel insurance ($8,309).

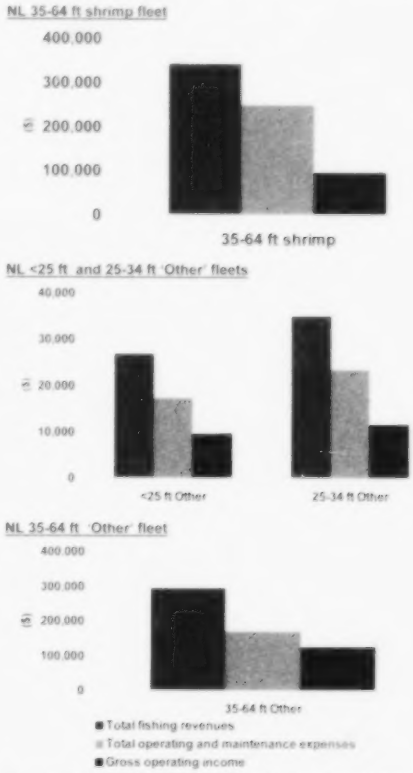
In terms of service fees, licence fees and other government payments, there did not seem to be a significant difference in average expenses among the three vessel length categories. For example, licence fees paid by fishers owning the small vessels (<25 ft) were $372 during 2004 whereas the large vessels (35-64 ft) paid, on average, $501 that year (Table A.9).

5.2.4 Financial Performance

The gross operating incomes of the NL 'Other' fleet's two smaller vessel length categories were under $12,000 in 2004 (Figure 5.1 and Table A.10). The 35-64 ft vessels, on the other hand, retained an average gross operating income of $123,404. Depreciation estimates were approximately $2,263 for the <25 ft vessel category and $4,858 for the middle-sized vessel category (25-34 ft). The estimates were over $20,000 for the larger vessels (Table A.10).

The 25-34 ft vessel category ($5,470 or 16% of fishing revenues) realized a lower level of net income before taxes compared with the small vessel category (<25 ft) whose resulting net income before taxes was over $7,000 (27% of fishing revenues) during the period. In the 35-64 ft vessel length category, the net income before taxes averaged $97,383 (33% of fishing revenues) in 2004.

Figure 5.1
Fishing Revenues, Operating and Maintenance Expenses, Gross Operating Income, NL Shrimp and 'Other' Fleets, 2004



Source Fisheries and Oceans Canada, Economic Analysis and Statistics

5.3 Gulf Rock Crab Fleet

5.3.1 Overview

In 2004, there were 5,116 MT of rock crab landed in the Gulf region. Their total value reached $3.3 million.

There are two types of fishery management regimes in the Southern Gulf of St. Lawrence rock crab fishery: by-catch fishery and directed fishery.[34] During the 1960s, rock crab fishery in the Gulf was initiated as a by-catch of the lobster fishery. The by-catch includes rock crab landed for sale and rock crab crushed and used as lobster bait. The by-catch fishery is comprised of licensed lobster fishers who are required to observe a daily rock crab by-catch limit, by area, during the fishing season. The directed fishery began in the mid-1970s as a directed exploratory fishery. At present, this is managed on the basis of a limited number of licences, trap limits and season.

The five rock crab fishing areas in the Gulf Region are identical to the lobster fishing areas, namely LFAs 23, 24, 25, 26A and 26B. These areas are currently used for management purposes.

As defined in the survey, the Gulf rock crab fleet is comprised of lobster fishers with rock crab landings from LFAs 23, 25 and 26A that were valued at $15,000 (minimum) or that represented 25% of that lobster fisher's total value of landings.

5.3.2 Fishing Revenues and Fishing Effort

The fleet's fishing revenues from all fisheries were $68,206 in 2004 and the average earnings from rock crab were $18,964 or 28% the total (Table 5.3).

The fishers in this fleet spent 92 days at sea, on average, and landed an estimated 25,766 kilograms of rock crab throughout the fishing season. The fleet generally had 2 crew members, including captain/skipper.

5.3.3 Operating and Maintenance Expenses

The fleet had total operating and maintenance expenses of $45,750 in 2004 (Table A.11). Together, six expense categories represented 86% of this total – labour, fuel, bait, vessel repairs, nets and gear, and vehicles used for fishing activities.

The estimated labour cost was $17,490, followed by expenses on fuel ($6,304), bait ($5,926), vessel repairs ($3,362), and nets and gear ($3,199) and vehicles used for fishing activities ($2,857). All remaining expense categories each accounted for less than 5% of the total vessel operations cost (Table A.11).

Table 5.3
Rock Crab Fleet, Fishing Effort and Revenue Profile, Gulf Region, 2004

	number
Days at sea	92
Days fished	91
Average crew size	2
Number of fishing enterprises	118
Quantity of rock crab landings	25,766 kg
Value of rock crab landings	$18,964
Average price ($/kg)	$0.74
% of fishing revenues from rock crab landings	28%
Revenues from all fisheries	$68,206

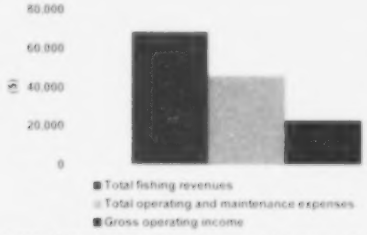
Note:
This table presents average reported values from the Costs and Earnings Survey, 2004 and not the administrative data from the regional DFO catch and effort databases.
Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

[34] Fisheries and Oceans Canada, Science, Gulf Region, Stock Status Report C3-04(2002), *Southern Gulf of St. Lawrence Rock Crab (Lobster Fishing Areas 23, 24, 25, 26A and 26B)*, August 2002.

5.3.4 Financial Performance

The rock crab fleet's average gross operating income ($22,456) was about one-third of its fishing revenues (Figure 5.2 and Table A.12). Economic depreciation and interest payments were $7,545 and $3,279 in 2004. Finally, the net income before taxes was $11,632 or 17% of total fishing revenues (Table A.12).

Figure 5.2
Fishing Revenues, Operating and Maintenance Expenses, Gross Operating Income, Gulf Rock Crab Fleet, 2004



Source: Fisheries and Oceans Canada, Economic Analysis and Statistics

5.4 Gulf Inshore Herring Fleet

5.4.1 Overview

Herring is one of the major species for commercial fishers in the Southern Gulf of St. Lawrence. Harvesting is done by the inshore fleet (gillnetters) and the purse seine fleet.

The herring fishery has two spawning components: spring spawn and fall spawn herring. The markets for herring caught in these two distinct components differ considerably. For example, the spring herring caught by the inshore fleet are sold primarily for bait and to the smoked herring (the so-called 'bloater') markets, whereas the fall inshore landings are mainly for the roe market.[15]

Most of Gulf region's herring landings originate from the inshore herring fishery. In 2004, the 37,930 MT of inshore herring catches contributed close to $7 million in revenues for Gulf fishers.

The vast majority of Gulf's inshore herring licence holders fish for lobster as their main fishery but also fish for other species like herring to supplement their fishing income. Therefore, as in the case of the rock crab fleet, fishers in the inshore herring fleet are primarily lobster fishers.

The inshore herring fleet is made up of lobster fishers with herring landings from zones 16B, 16CE, 16F and 16G that were valued at $15,000 (minimum) or that represented 25% of that lobster enteprise's total value of landings.

5.4.2 Fishing Revenues and Fishing Effort

The inshore herring fleet's fishing revenues from all fisheries were $60,422 in 2004 and the average earnings from inshore herring landings were $17,333 or 29% of total revenues from all fisheries (Table 5.4).

The enterprises in this fleet spent an average of 83 days at sea and landed an estimated 71,910 kilograms of herring throughout the fishing

Table 5.4
Inshore Herring Fleet, Fishing Effort and Revenue Profile, Gulf Region, 2004

	number
Days at sea	83
Days fished	82
Average crew size	3
Number of fishing enterprises	2,344
Quantity of inshore herring landings	71,910 kg
Value of inshore herring landings	$17,333
Average price ($/kg)	$0.24
% of fishing revenues from inshore herring landings	29%
Revenues from all fisheries	$60,422

Note:
This table presents average reported values from the Costs and Earnings Survey, 2004 and not the administrative data from the regional DFO catch and effort databases.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

[15] Fisheries and Oceans Canada, Science, Gulf Region, Canadian Science Advisory Secretariat, Science Advisory Report 2005/021, *Stock Assessment Report on Southern Gulf of St. Lawrence (4T) Herring*, April 2005.

season. Vessels in this fleet generally had 3 crew, including captain/skipper.

5.4.3 Operating and Maintenance Expenses

The fleet had average total operating and maintenance expenses of $42,063 in 2004 (Table A.13). Much like the Gulf rock crab fleet, six expense categories accounted for most of this total. The estimated labour cost was close to 40% of total operating expenses ($16,393), followed by expenses on fuel ($5,858), bait ($4,476), vessel repairs ($3,326), vehicles used for fishing activities ($3,381) and nets and gear ($2,621). All the remaining expense categories each accounted for 3% or less of the total vessel operations cost.

5.4.4 Financial Performance

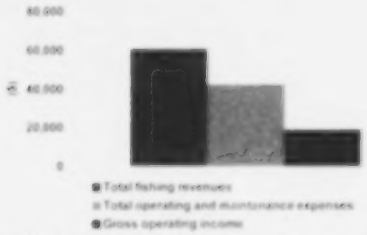
The average gross operating income of the inshore herring fleet was $18,359 or 30% of its fishing revenues (Figure 5.3 and Table A.14). Economic depreciation and interest payments were $6,827 and $2,691 in 2004. The resulting net income before taxes of the fleet was $8,841 or 15% of total fishing revenues.

5.5 Gulf Tuna Fleet

5.5.1 Overview

The tuna fishery in the Southern Gulf of St. Lawrence occurs off the northeast coast of PEI, between PEI, Cape Breton and the Magdalen Islands. The fishing season runs from July through October.[30]

Figure 5.3
Fishing Revenues, Operating and Maintenance Expenses, Gross Operating Income, Gulf Inshore Herring Fleet, 2004



Source: Fisheries and Oceans Canada, Economic Analysis and Statistics

In 2004, commercial tuna landings in the Gulf Region were estimated at 238 MT and their total value was $4.1 million.

Following the methodology used for defining the Gulf region's rock crab and inshore herring fleets, lobster enterprises with tuna landings that were valued at $15,000 (minimum) or that represented 25% of that lobster enterprise's total value of landings comprise the Gulf tuna fleet.

5.5.2 Fishing Revenues and Fishing Effort

The fleet's average earnings from tuna landings were $20,426 or 18% of the total fishing revenues from all fisheries which were $111,691 in 2004 (Table 5.5). Enterprises in this Gulf fleet spent an average of 81 days at sea and landed an estimated 6,638 kilograms of tuna during the season. The vessels generally had 2 crew members, including captain/skipper.

Table 5.5
Tuna Fleet, Fishing Effort and Revenue Profile, Gulf Region, 2004

	number
Days at sea	81
Days fished	78
Average crew size	2
Number of fishing enterprises	565
Quantity of tuna landings	1,361 kg
Value of tuna landings	$23,399
Average price ($/kg)	$17.19
% of fishing revenues from tuna landings	21%
Revenues from all fisheries	$111,691

Note:
This table presents average reported values from the Costs and Earnings Survey, 2004 and not the administrative data from the regional DFO catch and effort databases.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

[30] Fisheries and Oceans Canada, Maritimes and Gulf Regions, DFO Maritime Provinces Regional Habitat Status Report 2001/01, *Description of the Southern Gulf of St. Lawrence and Sydney Bight Marine Ecosystems in Relation to Oil and Gas Exploration*, January 2002.

5.5.3 Operating and Maintenance Expenses

The fleet had average total operating and maintenance expenses of $55,379 in 2004 (Table A.15).

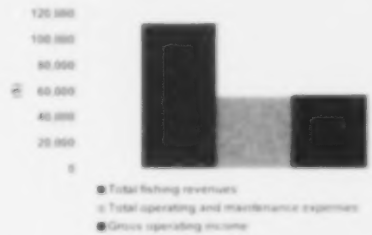
Labour was close to 40% of total operating expenses ($22,118), followed by expenses on fuel ($6,285), nets and gear ($4,885), bait ($4,632), vehicles used for fishing activities ($4,426) and vessel repairs ($3,630). Together, these categories made up 83% of total operating and maintenance expenses.

As was observed in the Gulf inshore herring fleet, all other remaining expense categories each accounted for 4% or less of the total vessel operations cost.

5.5.4 Financial Performance

The fleet's average gross operating income was $56,312, half of its fishing revenues (Figure 5.4 and Table A.16). Economic depreciation and interest payments were $10,084 and $4,550 in 2004. The resulting net income before taxes of the fleet was 37% of total fishing revenues ($41,678).

Figure 5.4
Fishing Revenues, Operating and Maintenance Expenses, Gross Operating Income, Gulf Tuna Fleet, 2004



Source: Fisheries and Oceans Canada, Economic Analysis and Statistics

5.6 Maritimes Bay of Fundy Scallop Fleet

5.6.1 Overview

Sea scallops are found in the northwest Atlantic Ocean from Virginia north to Labrador, where they are concentrated in "beds," many of which support valuable commercial fisheries. The larger scallop beds are located offshore and in the Bay of Fundy.[37] The scallop fishery in Canada is managed through limited entry, gear size limits, seasonal closures, minimum shell height, meat count and individual meat weight restrictions. Quotas were introduced in this fishery in 1997.

The Atlantic Region landed 82,486 MT of sea scallops in 2004 and over 90% of these landings were in the Maritimes region. The Bay of Fundy area is fished by the Full Bay and Mid-Bay licensed fleets. There are also a number of Upper Bay licensed fleets that are restricted to the upper reaches of the bay.

Full Bay licensed vessels are between 45 ft and 65 ft, and are allowed to fish the entire Bay. This fleet accounts for a significant portion of the Maritimes region's inshore scallop fishery (close to 80%).

Survey results for the Bay of Fundy scallop fleet cover the "scallop specialists." This fleet is made up of vessels with a Full Bay of Fundy scallop licence and fishing revenues of at least $10,000, 75% of which were from scallop landings. The Maritimes scallop specialists had total landings of 15,336 MT in 2004, valued at $25 million.

5.6.2 Fishing Revenues and Fishing Effort

On average, members of this fleet earned $408,881 from scallop operations in 2004. The average scallop landings for that year were 283,569 kilograms (Table 5.5).

Vessels/enterprises in this Maritimes fleet spent approximately 160 days at sea. The range of reported days at sea, however, varied widely among the enterprises that made up the fleet.

On average, scallop vessels had a crew size of 4. This was slightly higher than the average crew size of other Maritimes fleets in the survey, such as the lobster and mixed fishery fleets.

5.6.3 Operating and Maintenance Expenses

Of the $301,778 average total operating and maintenance expenses, $163,976 or 54% were payments to the hired skipper, crew and other labour costs (Table A.17).

Fuel costs represented 10% of total operating and maintenance expenses ($31,084) while the cost of vessel repairs and maintenance accounted for another 8% of the total ($25,618).

Other than the amounts spent on purchase and repair of nets and gear ($14,764) and fishing licence fees ($13,654), the rest of the expense categories each made up less than 5% of the total expenses related to fishing operations.

Table 5.6
Bay of Fundy Scallop Fleet, Fishing Effort and Revenue Profile, Maritimes Region, 2004

	number
Days at sea	160
Days fished[1]	153
Average crew size	4
Number of vessels	70
Quantity of scallop landings	283,569 kg
Value of scallop landings	$408,881

Note:
1. This table presents average reported values from the Costs and Earnings Survey, 2004 and not the administrative data from the regional DFO catch and effort databases.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

[37] Fisheries and Oceans Canada, Science, Maritimes Region, Stock Status Report C3-C56(2002), *Scallop Production Areas (SPAs) in the Bay of Fundy*, March 2002.

5.6.4 Financial Performance

The average gross operating income of the Bay of Fundy scallop fleet was $107,103 or 26% of its fishing revenues (Figure 5.5 and Table A.18). Economic depreciation and interest payments were $21,437 and $3,591 in 2004. The resulting net income before taxes of the fleet was 20% of its total fishing revenues ($82,075).

5.7 Maritimes Mixed Fishery Fleet

5.7.1 Overview

In the Maritimes Region, the mixed fishery fleet is a catch-all category used to develop the costs and earnings profile of vessels that do not fall under any of the region's 'specialist' fleets. The mixed fishery fleet captures the diversified nature of the Maritimes fishery, where vessels tend to be multi-licensed, often fishing more than one fishery and in some cases, with no dominant fishery comprising the landings.

The Maritimes survey covered three mixed fishery fleets that were grouped based on vessel size: <45 ft, 45-64 ft and greater than 65 ft. These three mixed fishery fleets had total landings of 60,660 MT in 2004. Their fishing revenues reached $96 million, representing approximately 14% of the value of total Maritimes landings for that year. However, only the survey results for the <45 ft mixed fishery fleet are presented in this report.[38] Landing a total of 23,448 MT of various species, this fleet earned $61 million in fishing revenues in 2004.

5.7.2 Fishing Revenues and Fishing Effort

On average, the <45 ft mixed fishery fleet earned $166,184 from its fishing operations in 2004. The average landings were 55,727 kilograms, consisting of different species (Table 5.7).

Most vessels in the fleet spent a total of 116 days at sea in 2004, 110 days of which were spent fishing for various species such as lobster, groundfish, herring and crab. Their landings also included other species like swordfish, mackerel, sea scallops, sea urchin and hagfish/slime eel. Including captain or skipper, the fleet's average crew size of 3 members was comparable with some of the Maritimes region's lobster fleets.

5.7.3 Operating and Maintenance Expenses

Average labour expenses were $46,587 or 44% of the fleet's total operating expenses (Table A.19). The additional amount of $10,383 was spent on bait purchases, while fuel, oil and grease costs averaged $9,008 in 2004. Lease of quotas was another one of the major expense items ($7,149) in the <45 ft mixed fishery fleet. This contrasts with survey results from other Atlantic region fleets where expenses on the lease of quotas were either zero or negligible.

Expense categories covering vessel repairs and maintenance and nets and gear repair/purchases each accounted for 6% of total operating and maintenance expenses in 2004 ($5,943 and $5,803, respectively). The cost to maintain and operate vehicles used in fishing made up 5% ($5,428) of the total operating and maintenance expenses (Table A.19).

Table 5.7
Mixed Fishery Fleet, <45 ft, Fishing Effort and Revenue Profile, Maritimes Region, 2004

	number
Days at sea	116
Days fished	110
Average crew size	3
Number of vessels	359
Quantity of landings	55,727 kg
Value of landings	$166,184

Note:
1. This table presents average reported values from the Costs and Earnings Survey, 2004 and not the administrative data from the regional DFO catch and effort databases.

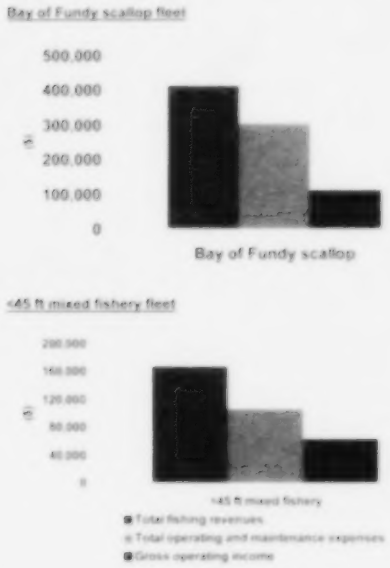
Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

[38] Due to low response rates, the survey results are not publishable for the two other mixed fishery fleets: 45-65 ft and over 65 ft fleets. Refer to the section on Methodology and Data Quality for details on Maritimes region's sampled fleets and survey response rates.

5.7.4 Financial Performance

The average gross operating income of the <45 ft mixed fishery fleet was $61,130 or 37% of its fishing revenues (Figure 5.5 and Table A.20). Economic depreciation and interest payments were $10,755 and $2,626 in 2004. The resulting net income before taxes of the fleet ($47,749) was approximately one-third of its total fishing revenues.

Figure 5.5
Fishing Revenues, Operating and Maintenance Expenses, Gross Operating Income, Maritimes Bay of Fundy Scallop and <45 ft Mixed Fishery Fleets, 2004



Source: Fisheries and Oceans Canada, Economic Analysis and Statistics

6.0 Methodology and Data Quality

The following information should be used to ensure an understanding of the underlying methodology of the survey and some key aspects of the data quality.

The section aims to illustrate the strengths and limitations of the data and how they can be effectively used and analysed. This may be of particular importance when making comparisons with data from other surveys and sources of information or when drawing conclusions regarding changes over time.

6.1 Survey Design

The reference period for this survey cycle was the 2004 fishing season. The survey content and questionnaire was developed in coordination with Newfoundland and Labrador, Gulf, Maritimes, Quebec and Pacific regions. In early 2005, the regional Policy and Economics branches launched the survey and coordinated the survey operations throughout their respective regions.

The 2004 Costs and Earnings Survey was a **voluntary survey** that covered vessels under 65 ft. The questionnaire (Annex B) asked respondents to provide the following information:

- number of registered vessels owned;
- vessel characteristics;
- vessel acquisition costs;
- cost information on major alterations, additions or improvements which were used for depreciation purposes;
- summary of fishing effort;
- operating and maintenance expenses by vessel owned and by expense category;
- other revenues (lease of quotas, alternative uses of fishing vessels, government transfers); and
- long-term debt position associated with fishing operations.

6.2 Survey Sample

In each Atlantic region, the sample design was based on two main survey frames: the licence database and the catch and effort database. These databases contain information on licences, vessel registrations, and quantity and value of landings by vessel and by fishery. Text Box 6.1(page 23) describes how the sample selection was conducted in each region. Text Box 6.2 (page 26) shows a complete list of the regional fleets identified at the beginning of the survey. Regional C&E reports and survey documentation provide more detailed explanation on sample selection and methodology used to conduct the survey.

Text Box 6.1
Basis for Sample Selection by Region, 2004

Newfoundland and Labrador
Fishing enterprises, i.e., fishing units comprised of all licences, vessels gear and facilities held by the licence holder. Only active enterprises (enterprises with total landed values of $10,000 or more during 2004) were sampled. Prior to the determination of the final survey sample, a telephone pre-screening of prospective respondents was conducted in order to introduce the survey, verify the contact information, determine respondent eligibility and obtain cooperation to participate in the survey.

Gulf
Fishing enterprises with Category A commercial lobster fishing licences in LFAs 23, 24, 25, 26A or 26B. The value of lobster landings had to be greater than $10,000 in 2004 in order to be included in the sample selection. Geographical representation was also considered when selecting the sample.

Quebec
Fishing enterprises with landings worth over $10,000 in 2004 comprised 60 different fleets, taking into account the main species landed, landing areas, and (in certain cases) vessel length and fishing gear used. From these fleets, Quebec's C&E targeted 40 of these fleets. Further calculations were made to determine a representative sample size for each fleet and taking into consideration the gaps between earnings and vessel length.

Maritimes
Sample stratification is based on vessel activity at the species (or group of species) level. Vessels fishing a common species are further separated by vessel size, gear and/or area. The sample selection was based on vessels less than 65 ft and with over $10,000 in landed values. Each fleet is defined as a homogeneous group of vessels fishing a common species (or group of species) in a specific area, using a specific gear type or vessel size. Fleets are further divided into two main categories: specialists and mixed/other fisheries.

Source: DFO Regions, Policy and Economics.

6.3 Data Collection and Processing

The C&E survey in every region was conducted via personal interviews with respondents. Primary data collection activities were carried out from Spring to Fall 2005.

The regions allocated a considerable amount of their resources towards contacting and following-up with respondents in order to improve survey participation among the various fleets. Efforts to increase survey response and to enhance the quality of the reported data continued until December 2005. Depending on the region, the processing and entry of questionnaire data were coordinated either through DFO Headquarters or the regions.

6.4 Survey Response Rates

After the initial round of interviews and contacts with potential respondents, there was a need for some regions had to narrow down the list of

surveyed fleets and to exclude those that specifically indicated their non-participation in the survey. This was to be expected given the voluntary nature of the survey.

Table 6.2 (page 25) contains a summary of the survey population, sample sizes and response rates and by fleet in each region. The survey response rates are based on the ratio of the number of fully and partially-completed questionnaires to the final sample size.[39] The final response rates by fleet and the quality of reported data in each fleet were the major criteria used to decide whether or not the results were publishable.

6.5 Data Quality

Many factors affect the reliability of the data produced in a survey. For example, respondents may have made errors in interpreting questions, the answers may have been incorrectly entered on the questionnaires, or errors may have been introduced during the data capture or tabulation process.

During the data collection phase, efforts were made to reduce the occurrence of non-sampling errors[40] in the survey. These efforts included a complete verification of the reported data, validity and consistency edits and various follow-up efforts with respondents.

Data validation was also carried out using information from other available data sources. For example, reported data on the quantity and value of landings were cross-checked against the administrative data found in the regional catch and effort databases. In some of the regional fleets, there were also costs and earnings data available from previous regional surveys and case studies.

6.6 Data Limitations

Despite all efforts to improve data accuracy, the survey results have limitations. Understanding these limitations will help the reader make informed decisions before conducting further research and analysis using the estimates in this report.

[39] In some of the regional fleets, the original sample size may have been adjusted based on the results of the initial data collection efforts.

[40] Non-sampling errors can arise during the course of virtually all survey activities such as a result of errors in the frame (list used in sampling), or difficulties in establishing precise operational definitions. For more details, refer to Statistics Canada. 1993. *Survey Sampling: A Non-Mathematical Guide-Second Edition*. Catalogue No. 12-602E. Ottawa.

6.6.1 Average Reported Values

The estimates presented in the statistical tables were based on average reported values by fleet and by fishing area/vessel length category for the core sections of the survey, in particular, the sections that cover fishing revenues and expenses.

The tables are not meant to provide population totals (revenues and expenses) for the surveyed fleets. The original survey objective was to publish population estimates of revenues and expenses for each regional fleet, whereby a data user could find out, for instance, what the total fishing revenues of Atlantic Canada's snow crab fleets were in 2004.

However, due to non-participation in certain fleets, as mentioned in Section 6.4, however, adjustments and/or changes had to be made to the regional C&E fleets in terms of the sample size; identification of fishers (within the sample strata) to be interviewed; or both. For these reasons, the statistical tables in the report present only the average or *arithmetic mean*[41] of the values reported by fishers in each of the regional fleets who participated in the survey.

For example, Table A.1 shows an average labour expense of $9,864 for the <25 ft NL crab fleet. There were 50 respondents in the <25 ft NL crab fleet who provided an estimate of their labour expense in 2004. The $9,864 is simply the average of all the reported labour expense values given by the 50 respondents.

6.6.2 Depreciation

The survey asked for details on the depreciation claimed by the fishing enterprise for the 2004 tax year.[42] Some respondents were able to provide the total amount claimed for depreciation in 2004, but not a breakdown of depreciation claimed for various items (vessels, nets/gear, electronic equipment, vessels, on-shore facilities and other fishing equipment). More commonly, however, in general, respondents were not able to provide a response to this question.

An alternative way to estimate depreciation employs the definition for ***economic depreciation*** as described in Text Box 2.1. Following this definition, depreciation estimates were obtained by using the following information gathered from the survey: vessel characteristics and vessel

[41] The arithmetic mean (or simply the mean) of a list of numbers is the sum of all the members of the list divided by the number of items in the list.

[42] Capital cost allowance (CCA) definition.

acquisition costs, cost of major alterations, additions or improvements made to vessels.

The depreciation estimates presented in Annex A include vessel depreciation and major alterations, additions or improvements to vessels (hull and components),[43] depreciation of vehicles used for fishing and depreciation of on-shore facilities. Table 6.1 lists the amortization periods used in the calculation.

Table 6.1
Amortization periods, 2004

	number of years
Vessel Components	
Hull type:	
wood, <35 ft	10
wood, >=35 ft	15
fibreglass, <35 ft	15
fibreglass, >=35 ft	20
steel, all vessel lengths	25
aluminum, all vessel lengths	15
fibreglass/wood, <35 ft	15
fibreglass/wood, >=35 ft	20
Electronic equipment	5
Engine	15
Nets/gear	5
Deck equipment	15
Other Depreciation Items	
Vehicles used for fishing	7
Onshore facilities	20

Source: DFO Quebec Region, Policy and Economics

6.6.3 Other Revenues, Long-term Debt and Cash flow

It is not possible to incorporate a complete Atlantic Region analysis of non-fishing revenues (revenues from the lease of quotas and revenues from alternative uses of fishing vessels such as charter, tour operations, etc.), government transfers (fishers employment insurance, workers compensation, disaster relief, etc.)long-term debt and cash flow in this report, due to missing information or non-response in certain regional fleets. However, some of the regional C&E reports may have publishable information, depending on the fleet.

6.6.4 Data Comparability

In certain cases, there may be differences between estimates derived from the survey data and data from other sources. These require evaluation on a case by case basis in order to better understand the potential source(s) of the inconsistencies such as differences in the criteria used in defining the survey units, conceptual framework and variables used to calculate the estimates.

6.7 Future Survey Considerations

Survey response was a key issue in all the regional C&E surveys. The data limitations described in the previous section were magnified by the high level of non-response to certain sections in the survey questionnaire and/or the overall non-participation by some regional fleets. Efforts to obtain the cooperation of commercial fleets at the beginning of the survey process will definitely help to improve the response rates and overall quality of survey data. However, this will remain a challenge, as is usually the case in most voluntary surveys.

Other considerations for future C&E surveys include:

- continued improvement of the survey frame or the list of enterprises and /or in each regional fleet;
- questionnaire testing through focus groups to further develop the survey content;
- additional training of survey interviewers;
- providing a shorter version of the survey questionnaire when conducting the follow-up interviews; and
- conducting research on possible alternative data sources such as tax data.

[43] All vessels owned by the fishing enterprise. In the case of Maritimes region, the vessel depreciation only covered the primary vessel. There were no available survey data on the characteristics and acquisition costs of other vessels that may have been owned by the enterprise in 2004.

Text Box 6.2
Initial List of C&E Priority Fleets, by Region, 2004

Newfoundland and Labrador

Fleet #1 - 35-64 ft crab and shrimp

Fleet #2 - 35-64 ft crab

Fleet #3 - 35-64 ft shrimp

Fleet #4 - 35-64 ft other (no crab/shrimp)

Fleet #5 - 25-34 ft crab

Fleet #6 - 25-34 ft other (no crab)

Fleet #7 - <25 ft crab

Fleet #8 - <25 ft other (no crab)

Gulf

Lobster A - Zone 23
Lobster A - Zone 24
Lobster A - Zone 25
Lobster A - Zone 26A
Lobster A - Zone 26B

Snow Crab - Zone 18
Snow Crab - Zone 19
Snow Crab - Zones 25/26

Rock Crab – Zone 23
Rock Crab – Zone 25
Rock Crab – Zone 26A

Herring - Zone 16B
Herring - Zone 16CE
Herring - Zone 16F
Herring - Zone 16G

Scallop - Zone 21
Scallop - Zone 22
Scallop - Zone 23
Scallop - Zone 24

Tuna - Gulf Zone (New Brunswick)
Tuna - Gulf Zone (Nova Scotia)
Tuna - Gulf Zone (Prince Edward Island)

Maritimes

Lobster - LFA 27
Lobster - LFA 28-32
Lobster - LFA 33
Lobster - LFA 34
Lobster - LFA 35-38

Groundfish Longline, <45 ft
Groundfish Longline, 45-64 ft
Groundfish Mobile, <65 ft
Groundfish Other Gears, <65 ft

Scallop, Full Bay of Fundy
Scallop, Other Areas

Maritimes

Herring Purse Seine

Snow Crab SCA 20-22
Snow Crab SCA 23-24

Bluefin Tuna Southwest Nova Scotia

Shrimp 4VW Mobile, <65 ft

Swordfish Longline

Mixed Fisheries, <45 ft
Mixed Fisheries, 45-64 ft

Quebec

Crab allocation - Zone 12, fixed gear, <45 ft, rock crab, Magdalen Islands
Crab allocation - Zone 12, seiners
Crab allocation, - Zone 12, fixed gear, <45 ft, groundfish and pelagics
Crab allocation, mobile gear, Magdalen Islands
Crab allocation 17
Crab allocation Zone 16A
Crab allocation, scallop
Crab allocation, lobster

Whelk - Zones 5,6,7

Rock Crab, Gaspé Peninsula

Snow Crab - Zone 12A
Snow Crab - Zone 12B
Snow Crab - Zone 12C
Snow Crab - Zone 13 Sentinel
Snow Crab - Zone 14
Snow Crab - Zone 15

Shrimp, non-traditional
Shrimp, other
Shrimp, Group A

Herring, Gaspé Peninsula

Lobster - Zone 15
Lobster - Zone 16
Lobster - Zone 17
Lobster - Zone 19
Lobster - Zones 20A1, 20A2
Lobster - Zones 20A3 to 20A10
Lobster - Zones 20B1 to 20B4
Lobster - Zones 20B5 to 20B8
Lobster - Zone 21
Lobster - Zone 22 diversified
Lobster - Zone 22 specialized

Mackerel, Magdalen Islands

Scallop - Zone 19
Scallop - Zone 20

Groundfish, <35 ft, North Shore
Groundfish, <45 ft, Gaspé Peninsula

Turbot, <45 ft, outside Lower North Shore
Turbot, <45 ft, North Shore

Source: DFO Regions, Policy and Economics

Table 6.2
Survey Population, Sample Size and Response Rates, by Fleet and by Region, 2004

Fleet and Region	Fleet	Population Size	Sample Size (units)[2]	Fully & Partially-Completed Questionnaires	Response Rate[1] (%)	Fleets included in the report (✓)
CRAB						
Newfoundland and Labrador[3]	crab (and shrimp), 35-64 ft	279	43	30	70%	✓
	crab, 35-64 ft	651	122	82	67%	✓
	crab, 25-34 ft	1574	129	109	84%	✓
	crab, <25 ft	600	64	50	78%	✓
Gulf	snow crab, zone 19 (excluding First Nations)	102	30	25	83%	✓
	rock crab, zones 23, 25, 26A	118	50	44	88%	✓
Quebec	crab allocation	105	60	37	62%	
	crab, Gaspésie	8	7	6	86%	
	snow crab, zone 12	41	25	2	8%	
	snow crab, zone 12A	9	9	6	67%	✓
	snow crab, zone 12B	6	6	2	33%	
	snow crab, zone 12C	5	5	2	40%	
	snow crab, zone 13 sentinel	2	2	0	0%	
	snow crab, zone 14	19	19	10	53%	✓
	snow crab, zone 15	7	7	4	57%	✓
Maritimes	snow crab, zones 20-22	23	13	3	23%	
	snow crab, zones 23-24	49	29	4	14%	
SHRIMP						
Newfoundland and Labrador[3]	shrimp, 35-64 ft	61	33	22	67%	✓
Gulf	n/a	n/a	n/a	n/a	n/a	
Quebec	shrimp allocation	17	17	10	59%	
	shrimp, other	1	1	1	100%	
	shrimp, Group A	4	4	3	75%	
Maritimes	shrimp, mobile, <65 ft	8	8	1	13%	
LOBSTER						
Newfoundland and Labrador[3]	n/a	n/a	n/a	n/a	n/a	
Gulf	lobster, zone 23	658	53	53	100%	✓
	lobster, zone 24	604	42	36	86%	✓
	lobster, zone 25	760	79	79	100%	✓
	lobster, zone 26A	731	63	55	87%	✓
	lobster, zone 26B	238	39	33	85%	✓
Quebec	lobster, zone 15	5	5	4	80%	
	lobster, zone 16	5	3	2	67%	
	lobster, zone 17	10	9	6	67%	✓
	lobster, zone 19	7	7	4	57%	
	lobster, zones 20A1 and 20A2	29	28	6	21%	
	lobster, zones 20A3-20A10	75	41	35	85%	✓
	lobster, zones 20B1-20B4	51	27	25	93%	✓
	lobster, zones 20B5-20B8	37	26	25	96%	✓
	lobster, zone 21	3	3	3	100%	✓
	lobster, zone 22 diversified	24	13	11	85%	✓
	lobster, zone 22, specialists	293	57	41	72%	✓
Maritimes	lobster, zone 27	269	35	35	100%	✓
	lobster, zones 28-32	257	34	31	91%	✓
	lobster, zone 33	474	51	43	84%	✓
	lobster, zone 34	959	71	37	52%	✓
	lobster, zones 35-38[3]	268	73	21	29%	✓

Table 6.2 (continued)
Survey Population, Sample Size and Response Rates, by Fleets and by Region, 2004

Fleet and Region	Fleet	Population Size	Sample Size (units)[2]	Fully & Partially-Completed Questionnaires	Response Rate[1] (%)	Fleets included in the report (✓)
SCALLOP						
Newfoundland and Labrador[3]	n/a	n/a	n/a	n/a	n/a	
Gulf	n/a	n/a	n/a	n/a	n/a	
Quebec	scallop, zone 19	1	1	1	100%	
	scallop, zone 20	2	2	2	100%	
Maritimes	scallop, full Bay of Fundy	70	34	15	44%	✓
	scallop, <65 ft	30	22	1	5%	
HERRING						
Newfoundland and Labrador[3]	n/a	n/a	n/a	n/a	n/a	
Gulf	inshore herring, zones 16B, 16CE, 16F, 16G	2344	70	61	87%	✓
Quebec	herring, Gaspésie/Îles-de-la-Madeleine	10	10	6	60%	
Maritimes	herring, purse seine	11	11	1	9%	
TUNA						
Newfoundland and Labrador[3]	n/a	n/a	n/a	n/a	n/a	
Gulf	tuna, Gulf (NB, NS, PEI)	565	30	22	73%	✓
Quebec	n/a	n/a	n/a	n/a	n/a	
Maritimes	bluefin tuna, SWNS	22	13	3	23%	
GROUNDFISH						
Newfoundland and Labrador[3]	n/a	n/a	n/a	n/a	n/a	
Gulf	n/a	n/a	n/a	n/a	n/a	
Quebec	groundfish , <35 ft, Côte-Nord	11	9	3	33%	
	groundfish , <45 ft, Gaspe	2	1	1	100%	
Maritimes	groundfish , longline, <45 ft	55	44	13	30%	
	groundfish, longline, 45-64 ft	3	3	0	0%	
	groundfish, mobile, <65 ft	77	46	18	39%	
	groundfish, other, <65 ft	23	19	4	21%	
OTHER FISHERIES						
Newfoundland and Labrador[3]	fisheries other than crab or shrimp, 35-64 ft	44	18	10	56%	✓
	fisheries other than crab or shrimp, 25-34 ft	258	70	57	81%	✓
	fisheries other than crab or shrimp, <25 ft	110	48	41	85%	✓
Gulf	n/a	n/a	n/a	n/a	n/a	
Quebec	turbot, <45 ft, outside Côte-Nord	48	27	3	11%	
	turbot, <45 ft, Côte-Nord	8	6	5	83%	
	mackerel, Îles-de-la-Madeleine	4	4	3	75%	
Maritimes	mixed fishery, <45 ft	359	71	37	52%	✓
	mixed fishery, 45-64 ft	70	20	7	35%	

Notes:
1. The response rates shown in this table are based on the ratio of completed and partially-completed questionnaires to the final sample size. Each region developed its own methodology to define the fleets to be surveyed and to establish the sample sizes. Note that in some of the regional fleets, there may have been adjustments to the original sample size, depending on the results of the initial data collection efforts. Survey data collection was conducted through personal interviews with respondents.
2. In the following regions, the statistical units refer to fishing enterprises that usually own one primary fishing vessel (and possibly one or more smaller secondary vessels): Newfoundland and Labrador, Gulf and Quebec. In the Maritimes region, the statistical units pertain to vessel-based operations. However, most fishing enterprises in the Maritimes also own one primary fishing vessel. The estimates of presented in the tables are based on the overall operations of a fishing enterprise.
3. In the Newfoundland and Labrador region, a *fishing enterprise* is defined as a fishing unit comprised of all licences, vessels, gear and facilities held by the licence holder. Only active enterprises, i.e., enterprises that recorded landed values during 2004 with total landed values of $10,000 or more were sampled.
4. The Maritimes sample for lobster fleet LFA 35-38 included vessels with a lobster licence in LFAs 35, 36, 37 and 38 with landed value of at least $10,000 and at least 75% of landed value from lobster. However, at the end of the data collection period, there were no survey responses from LFA 38 lobster fishers.

Source:

DFO Regions, Policy and Economics

7.0 References

Canada Revenue Agency, *Fishing Income 2004 Guide*, http://www.cra.gc.ca, accessed November 2005.

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Statistics Canada, *Financial Performance Indicators for Canadian Business, 2003*, Catalogue no. 61-224-XCB, Ottawa.

Statistics Canada, 1993, *Survey Sampling: A Non-Mathematical Guide-Second Edition*, Catalogue No. 12-602E, Ottawa.

Annex A: Statistical Tables

Table A.1 Crab Fleet, Operating and Maintenance Expenses by Vessel Length Category, Newfoundland and Labrador Region, 2004

	Vessel Length Category			
	<25 ft	25-34 ft	35-64 ft[1]	
			crab & shrimp	crab
Operating and Maintenance Expenses[2]			($)	
Labour[3]	9,864	20,930	217,066	110,460
Fuel, oil and grease	2,102	3,092	41,567	10,135
Food	113	632	5,194	2,297
Bait	1,113	1,939	12,933	7,328
Ice and salt[4]	44	71	0	168
Nets and gear[5]	1,866	2,091	10,539	4,903
Dockside monitoring charges	269	413	4,158	1,584
Vessel repairs and maintenance	376	968	13,931	3,036
Transport Canada ship safety inspection fees	7	47	461	269
On-shore facilities maintenance costs	187	582	1,994	578
Federal port charges	39	98	795	480
At-sea-observer charges	46	93	2,347	483
Fishing licence fees	427	653	3,279	2,095
Storage of boat and gear	66	104	1,562	498
Union or association dues[6]	145	158	344	185
Special agreements[7]	0	17	0	17
Marketing Board	...	...	...	...
Vessel insurance	65	387	21,039	6,683
Accounting fees	76	105	2,268	803
Professional and administrative fees	24	38	2,389	279
Lease of quotas	...	...	...	...
Leasing and rental of vessel, nets and/or gear	39	115	2,506	1,602
Vehicle expenses for fishing[8]	1,593	2,453	8,245	4,743
Municipal charges[9]	10	10	73	137
Other[10]	1,032	583	4,406	2,340
Total operating and maintenance expenses	**19,502**	**35,579**	**357,095**	**161,105**

Notes:
Figures may not add up to total due to rounding.
1. Survey results for this vessel length category are further divided into two groups, as defined in the Newfoundland and Labrador region's sampling plan: 35-64 ft crab and shrimp and 35-64 ft crab.
2. Operating and maintenance expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. Expenses pertaining to non-fishing activities of the enterprise are excluded from the estimates in this table.
3. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew.
4. Low or no costs due to the fact that ice is generally provided by the processing sector. A portion of the fleet also uses refrigerated sea water (RSW).
5. Amount spent on repairs to nets/gear, including any applicable material and labour expenses and the replacement and purchase of additional nets/gear if purchased in 2004.
6. Excludes union or association dues for crew unless paid by owner.
7. Expenses related to special agreements are any costs associated with joint projects agreements (JPAs). JPAs are legally binding contracts between DFO and a constituted organization (licence holders) to carry out a project related to management of the fishery.
8. As claimed for income tax purposes, including insurance.
9. Property taxes, water, permits charged to fishing harvesting enterprise.
10. All other operating and maintenance expenses related to fishing operations that were not included in the preceding categories. Examples are miscellaneous expenses for safety courses & training, other boat and office supplies, phone charges, equipment rental, etc.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Table A.2 Crab Fleet, Financial Performance by Vessel Length Category, Newfoundland and Labrador Region, 2004

	Vessel Length Category			
	<25 ft	25-34 ft	35-64 ft[1]	
			crab & shrimp	crab
			($)	
Total fishing revenues[2]	32,339	52,911	539,564	227,109
Total operating and maintenance expenses[3]	19,502	35,579	357,095	161,105
Gross operating income (loss)	12,837	17,332	182,469	66,004
less: Depreciation[4]	3,091	5,628	54,791	19,611
Net operating income (loss)	9,746	11,704	127,679	46,393
less: Interest expense[5]	15	506	13,955	3,263
Net income before taxes	9,731	11,198	113,724	43,129

Notes:
Figures may not add up to total due to rounding.
1. Survey results for this vessel length category are further divided into two groups, as defined in the Newfoundland and Labrador region's sampling plan: 35-64 ft crab and shrimp and 35-64 ft crab.
2. Gross receipts based on the value of landings in all fisheries reported in the survey, i.e., main fishery and other fisheries that the vessels were involved in during 2004. Other revenues such as lease of quotas, revenues from alternative uses of fishing vessels, and government transfers relative to fishing operations are excluded from the estimates in this table.
3. Operating and maintenance expenses include those expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew. Also excluded are expenses pertaining to non-fishing activities of the enterprise.
4. Depreciation estimates are based on the definition of economic depreciation or the loss in fair market value of the capital assets. This definition should not be confused with tax depreciation (capital cost allowance). The estimates presented in this table include vessel depreciation as well as depreciation for fishing-operations' share of vehicles and on-shore facilities. Also included are depreciation estimates for major alterations, additions or improvements, individually valued at over $3,000, made to fishing vessels.
5. Interest expense based on amount of interest payments made during 2004.
Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Table A.3 Crab Fleet, Operating and Maintenance Expenses by Fishing Area, Gulf and Quebec Regions, 2004

	Gulf Fishing Area	Quebec Fishing Areas		
	snow crab	snow crab		
	19	12A	14	15
Operating and Maintenance Expenses[1]	($)		($)	
Labour[2]	53,459	46,724	36,417	91,206
Fuel, oil and grease	7,554	3,269	6,537	3,602
Food	0	1,910	2,323	2,206
Bait	9,331	3,366	1,652	1,395
Ice and salt	0	271	0	0
Nets and gear[3]	2,087	5,487	4,008	4,241
Dockside monitoring charges	2,006	2,138	1,927	1,379
Vessel repairs and maintenance	3,481	6,395	6,415	4,665
Transport Canada ship safety inspection fees	40	274	35	0
On-shore facilities maintenance costs	320	333	56	700
Federal port charges	842	283	10	20
At-sea-observer charges	10	1,690	583	1,519
Fishing licence fees	4,148	2,246	1,397	3,266
Storage of boat and gear	135	987	689	275
Union or association dues[4]	440	45	297	225
Special agreements[5]	272	0	0	0
Marketing Board	0	392	169	0
Vessel insurance	3,502	2,462	4,128	2,699
Accounting fees	1,515	815	544	760
Professional and administrative fees	446	25	851	1,557
Lease of quotas	0	0	182	0
Leasing and rental of vessel, nets and/or gear	0	0	0	0
Vehicle expenses for fishing[6]	5,230	3,280	767	586
Municipal charges[7]	11	81	161	0
Other[8]	567	573	3,885	2,076
Total operating and maintenance expenses	**95,396**	**83,045**	**73,034**	**122,376**

Notes:
Figures may not add up to total due to rounding.
1. Operating and maintenance expenses related to fishing operations/activities in all fisheries, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. Expenses pertaining to non-fishing activities of the enterprise are excluded from the estimates in this table.
2. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew.
3. Amount spent on repairs to nets/gear, including any applicable material and labour expenses and the replacement and purchase of additional nets/gear if purchased in 2004.
4. Excludes union or association dues for crew unless paid by owner.
5. Expenses related to special agreements are any costs associated with joint projects agreements (JPAs). JPAs are legally binding contracts between DFO and a constituted organization (licence holders) to carry out a project related to management of the fishery.
6. As claimed for income tax purposes, including insurance.
7. Property taxes, water, permits charged to fishing harvesting enterprise.
8. All other operating and maintenance expenses related to fishing operations that were not included in the preceding categories. Examples are miscellaneous expenses for safety courses & training, other boat and office supplies, phone charges, equipment rental, etc.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics.

Table A.4 Crab Fleet, Financial Performance by Fishing Area, Gulf and Quebec Regions, 2004

	Gulf Fishing Areas	Quebec Fishing Areas		
	snow crab	snow crab		
	19	12A	14	15
	($)		($)	
Total fishing revenues[1]	346,686	141,128	151,446	258,732
Total operating and maintenance expenses[2]	95,396	83,045	73,034	122,376
Gross operating income (loss)	251,290	58,083	78,412	136,356
less: Depreciation[3]	15,435	12,849	10,729	11,387
Net operating income (loss)	235,855	45,233	67,684	124,969
less: Interest expense[4]	6,989	3,225	2,946	4,974
Net income before taxes	228,866	42,009	64,738	119,995

Notes:
Figures may not add up to total due to rounding.
1. Gross receipts based on the value of landings in all fisheries reported in the survey, i.e., main fishery and other fisheries that the vessels were involved in during 2004. Other revenues such as lease of quotas, revenues from alternative uses of fishing vessels, and government transfers relative to fishing operations are excluded from the estimates in this table.
2. Operating and maintenance expenses include those expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew. Also excluded are expenses pertaining to non-fishing activities of the enterprise.
3. Depreciation estimates are based on the definition of economic depreciation or the loss in fair market value of the capital assets. This definition should not be confused with tax depreciation (capital cost allowance). The estimates presented in this table include vessel depreciation as well as depreciation for fishing operations' share of vehicles and on-shore facilities. Also included are depreciation estimates for major alterations, additions or improvements, individually valued at over $3,000, made to fishing vessels.
4. Interest expense based on amount of interest payments made during 2004.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Table A.5 Lobster Fleet, Operating and Maintenance Expenses by Fishing Area, Gulf, Quebec and Maritimes Regions, 2004

	Gulf Fishing Areas				
	23	24	25	26A	26B
Operating and Maintenance Expenses[1]			($)		
Labour[2]	14,583	17,509	9,604	10,279	11,636
Fuel, oil and grease	4,844	3,707	4,680	3,327	2,526
Food	97	22	463	96	0
Bait	4,658	5,679	4,310	4,154	3,589
Ice and salt	11	0	99	12	0
Nets and gear[3]	2,286	3,990	2,117	3,299	2,250
Dockside monitoring charges	65	131	105	145	3
Vessel repairs and maintenance	3,216	1,999	1,849	2,056	1,393
Transport Canada ship safety inspection fees	0	35	1	18	0
On-shore facilities maintenance costs	199	1,066	363	829	184
Federal port charges	406	398	401	435	337
At-sea-observer charges	2	0	10	0	0
Fishing licence fees	568	686	602	611	632
Storage of boat and gear	319	608	403	346	371
Union or association dues[4]	247	248	206	131	378
Special agreements[5]	0	0	0	0	0
Marketing Board	0	0	6	0	0
Vessel insurance	1,181	1,130	954	1,102	1,206
Accounting fees	350	591	322	373	500
Professional and administrative fees	85	24	17	402	121
Lease of quotas	166	0	0	0	0
Leasing and rental of vessel, nets and/or gear	111	111	15	0	0
Vehicle expenses for fishing[6]	3,801	4,633	2,041	3,781	2,725
Municipal charges[7]	34	78	82	29	3
Other[8]	274	1,881	939	1,933	0
Total operating and maintenance expenses	**37,503**	**44,525**	**29,589**	**33,357**	**27,854**

Notes:
Figures may not add up to total due to rounding.
1. Operating and maintenance expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. Expenses pertaining to non-fishing activities of the enterprise are excluded from the estimates in this table.
2. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew.
3. Amount spent on repairs to nets/gear, including any applicable material and labour expenses and the replacement and purchase of additional nets/gear if purchased in 2004.
4. Excludes union or association dues for crew unless paid by owner.
5. Expenses related to special agreements are any costs associated with joint projects agreements (JPAs). JPAs are legally binding contracts between DFO and a constituted organization (licence holders) to carry out a project related to management of the fishery.
6. As claimed for income tax purposes, including insurance.
7. Property taxes, water, permits charged to fishing harvesting enterprise.
8. All other operating and maintenance expenses related to fishing operations that were not included in the preceding categories. Examples are miscellaneous expenses for safety courses & training, other boat and office supplies, phone charges, equipment rental, etc.
9. The Maritimes sample for lobster fleet LFA 35-38 included vessels with a lobster licence in LFAs 35, 36, 37 and 38 with landed value of at least $10,000 and at least 75% of landed value from lobster. However, at the end of the data collection period, there were no survey responses from LFA 38 lobster fishers.
Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Table A.5 (continued)

	Quebec Fishing Areas						
	17	20A3-A10	20B1-B4	20B5-B8	21	22 Diversified	22 Specialized
Operating and Maintenance Expenses[1]				($)			
Labour[2]	33,365	21,945	18,905	11,104	12,342	23,792	18,243
Fuel, oil and grease	10,354	2,871	3,678	3,776	4,211	6,294	5,544
Food	4,233	56	382	532	390	850	561
Bait	8,672	5,719	5,156	2,652	2,785	9,059	7,489
Ice and salt	92	69	14	75	0	123	198
Nets and gear[3]	5,190	2,782	2,650	2,795	1,942	7,801	4,673
Dockside monitoring charges	283	120	58	129	0	234	115
Vessel repairs and maintenance	9,061	1,594	1,601	1,620	2,674	6,856	3,673
Transport Canada ship safety inspection fees	125	13	33	36	0	90	63
On-shore facilities maintenance costs	1,079	381	439	858	580	869	747
Federal port charges	396	208	176	141	0	447	459
At-sea-observer charges	132	52	42	45	67	36	72
Fishing licence fees	907	306	283	307	420	1,089	998
Storage of boat and gear	865	197	240	175	0	924	652
Union or association dues[4]	112	161	106	72	50	609	219
Special agreements[5]	0	0	0	0	0	0	0
Marketing Board	97	0	0	0	0	648	536
Vessel insurance	4,126	982	887	1,008	612	2,480	2,109
Accounting fees	1,580	612	247	309	233	792	732
Professional and administrative fees	696	39	77	198	306	143	119
Lease of quotas	0	0	0	0	0	291	1,104
Leasing and rental of vessel, nets and/or gear	0	286	120	0	0	0	0
Vehicle expenses for fishing[6]	3,354	2,460	1,921	1,874	2,008	3,124	2,879
Municipal charges[7]	600	139	112	158	517	477	284
Other[8]	3,474	545	617	956	262	1,260	1,293
Total operating and maintenance expenses	**88,791**	**41,536**	**37,744**	**28,818**	**29,397**	**68,288**	**52,760**

Notes:
Figures may not add up to total due to rounding.
1. Operating and maintenance expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. Expenses pertaining to non-fishing activities of the enterprise are excluded from the estimates in this table.
2. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew.
3. Amount spent on repairs to nets/gear, including any applicable material and labour expenses and the replacement and purchase of additional nets/gear if purchased in 2004.
4. Excludes union or association dues for crew unless paid by owner.
5. Expenses related to special agreements are any costs associated with joint projects agreements (JPAs). JPAs are legally binding contracts between DFO and a constituted organization (licence holders) to carry out a project related to management of the fishery.
6. As claimed for income tax purposes, including insurance.
7. Property taxes, water, permits charged to fishing harvesting enterprise.
8. All other operating and maintenance expenses related to fishing operations that were not included in the preceding categories. Examples are miscellaneous expenses for safety courses & training, other boat and office supplies, phone charges, equipment rental, etc.
9. The Maritimes sample for lobster fleet LFA 35-38 included vessels with a lobster licence in LFAs 35, 36, 37 and 38 with landed value of at least $10,000 and at least 75% of landed value from lobster. However, at the end of the data collection period, there were no survey responses from LFA 38 lobster fishers.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics.

Table A.5 (continued)

	Maritimes Fishing Areas				
	27	28-32	33	34	35-38[9]
Operating and Maintenance Expenses[1]			($)		
Labour[2]	13,298	12,835	14,674	89,674	55,313
Fuel, oil and grease	2,819	2,941	3,760	9,041	5,482
Food	27	76	232	1,087	475
Bait	3,854	4,150	4,079	13,852	8,152
Ice and salt	37	92	273	70	139
Nets and gear[3]	2,640	2,156	3,167	9,503	7,102
Dockside monitoring charges	42	82	129	87	19
Vessel repairs and maintenance	1,431	1,324	2,209	5,510	3,842
Transport Canada ship safety inspection fees	13	0	174	363	405
On-shore facilities maintenance costs	214	90	1,338	199	925
Federal port charges	302	274	188	755	226
At-sea-observer charges	18	0	0	0	0
Fishing licence fees	753	1,781	526	2,586	517
Storage of boat and gear	184	99	29	264	67
Union or association dues[4]	139	106	175	293	197
Special agreements[5]	0	17	0	0	0
Marketing Board	0	0	0	0	17
Vessel insurance	964	1,134	1,303	3,157	2,049
Accounting fees	379	502	344	1,201	1,061
Professional and administrative fees	45	273	788	849	333
Lease of quotas	0	0	0	198	0
Leasing and rental of vessel, nets and/or gear	0	0	2	806	0
Vehicle expenses for fishing[6]	3,218	2,791	3,639	5,305	6,343
Municipal charges[7]	45	90	183	105	250
Other[8]	56	998	779	2,085	2,062
Total operating and maintenance expenses	**30,478**	**31,810**	**37,993**	**146,992**	**94,976**

Notes:
Figures may not add up to total due to rounding.
1. Operating and maintenance expenses related to fishing operations/activities , i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. Expenses pertaining to non-fishing activities of the enterprise are excluded from the estimates in this table.
2. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew.
3. Amount spent on repairs to nets/gear, including any applicable material and labour expenses and the replacement and purchase of additional nets/gear if purchased in 2004.
4. Excludes union or association dues for crew unless paid by owner.
5. Expenses related to special agreements are any costs associated with joint projects agreements (JPAs). JPAs are legally binding contracts between DFO and a constituted organization (licence holders) to carry out a project related to management of the fishery.
6. As claimed for income tax purposes, including insurance.
7. Property taxes, water, permits charged to fishing harvesting enterprise.
8. All other operating and maintenance expenses related to fishing operations that were not included in the preceding categories. Examples are miscellaneous expenses for safety courses & training, other boat and office supplies, phone charges, equipment rental, etc.
9. The Maritimes sample for lobster fleet LFA 35-38 included vessels with a lobster licence in LFAs 35, 36, 37 and 38 with landed value of at least $10,000 and at least 75% of landed value from lobster. However, at the end of the data collection period, there were no survey responses from LFA 38 lobster fishers.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics.

Table A.6 Lobster Fleet, Financial Performance by Fishing Area, Gulf, Quebec and Maritimes Regions, 2004

	Gulf Fishing Areas				
	23	24	25	26A	26B
			($)		
Total fishing revenues[1]	55,065	108,507	45,063	57,029	66,364
Total operating and maintenance expenses[2]	37,503	44,525	29,589	33,357	27,854
Gross operating income (loss)	17,562	63,982	15,473	23,672	38,510
less: Depreciation[3]	6,955	9,636	5,909	7,266	6,598
Net operating income (loss)	10,607	54,346	9,565	16,406	31,912
less: Interest expense[4]	2,734	3,614	1,885	3,447	2,772
Net income before taxes	7,874	50,731	7,679	12,959	29,140

Notes:
Figures may not add up to total due to rounding.
1. Gross receipts based on the value of landings in all fisheries reported in the survey, i.e., main fishery and other fisheries that the vessels were involved in during 2004. Other revenues such as lease of quotas, revenues from alternative uses of fishing vessels, and government transfers relative to fishing operations are excluded from the estimates in this table.
2. Operating and maintenance expenses include those expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew. Also excluded are expenses pertaining to non-fishing activities of the enterprise.
3. Depreciation estimates are based on the definition of economic depreciation or the loss in fair market value of the capital assets. This definition should not be confused with tax depreciation (capital cost allowance). The estimates presented in this table include vessel depreciation as well as depreciation for fishing-operations' share of vehicles and on-shore facilities. Also included are depreciation estimates for major alterations, additions or improvements, individually valued at over $3,000, made to fishing vessels.
4. Interest expense based on amount of interest payments made during 2004.
5. The Maritimes sample for lobster fleet LFA 35-38 included vessels with a lobster licence in LFAs 35, 36, 37 and 38 with landed value of at least $10,000 and at least 75% of landed value from lobster. However, at the end of the data collection period, there were no survey responses from LFA 38 lobster fishers.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Table A.6 (continued)

	Quebec Fishing Areas						
	17	20A3-A10	20B1-B4	20B5-B8	21	22 Diversified	22 Specialized
				($)			
Total fishing revenues[1]	128,365	72,272	59,783	45,474	50,236	137,904	110,402
Total operating and maintenance expenses[2]	88,791	41,536	37,744	28,818	29,397	68,288	52,759
Gross operating income (loss)	39,574	30,736	22,039	16,656	20,839	69,616	57,643
less: Depreciation[3]	12,022	5,196	6,332	5,662	5,687	15,452	12,702
Net operating income (loss)	27,552	25,540	15,706	10,994	15,151	54,164	44,940
less: Interest expense[4]	1,218	782	1,810	1,378	647	3,924	3,770
Net income before taxes	26,333	24,758	13,897	9,616	14,504	50,240	41,170

Notes:
Figures may not add up to total due to rounding.
1. Gross receipts based on the value of landings in all fisheries reported in the survey, i.e., main fishery and other fisheries that the vessels were involved in during 2004. Other revenues such as lease of quotas, revenues from alternative uses of fishing vessels, and government transfers relative to fishing operations are excluded from the estimates in this table.
2. Operating and maintenance expenses include those expenses related to fishing operations/activities , i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew. Also excluded are expenses pertaining to non-fishing activities of the enterprise.
3. Depreciation estimates are based on the definition of economic depreciation or the loss in fair market value of the capital assets. This definition should not be confused with tax depreciation (capital cost allowance). The estimates presented in this table include vessel depreciation as well as depreciation for fishing-operations' share of vehicles and on-shore facilities. Also included are depreciation estimates for major alterations, additions or improvements, individually valued at over $3,000, made to fishing vessels.
4. Interest expense based on amount of interest payments made during 2004.
5. The Maritimes sample for lobster fleet LFA 35-38 included vessels with a lobster licence in LFAs 35, 36, 37 and 38 with landed value of at least $10,000 and at least 75% of landed value from lobster. However, at the end of the data collection period, there were no survey responses from LFA 38 lobster fishers.
Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics.

Table A.6 (continued)

	Maritimes Fishing Areas				
	27	28-32	33	34	35-38[5]
			($)		
Total fishing revenues[1]	51,957	55,817	61,467	245,479	162,435
Total operating and maintenance expenses[2]	30,478	31,810	37,993	146,992	94,976
Gross operating income (loss)	21,479	24,008	23,474	98,487	67,459
less: Depreciation[3]	4,729	5,207	6,307	13,920	8,834
Net operating income (loss)	16,750	18,801	17,167	84,568	58,625
less: Interest expense[4]	691	633	1,329	5,522	3,680
Net income before taxes	16,059	18,167	15,838	79,046	54,945

Notes:
Figures may not add up to total due to rounding.
1. Gross receipts based on the value of landings in all fisheries reported in the survey, i.e., main fishery and other fisheries that the vessels were involved in during 2004. Other revenues such as lease of quotas, revenues from alternative uses of fishing vessels, and government transfers relative to fishing operations are excluded from the estimates in this table.
2. Operating and maintenance expenses include those expenses related to fishing operations/activities , i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew. Also excluded are expenses pertaining to non-fishing activities of the enterprise.
3. Depreciation estimates are based on the definition of economic depreciation or the loss in fair market value of the capital assets. This definition should not be confused with tax depreciation (capital cost allowance). The estimates presented in this table include vessel depreciation as well as depreciation for fishing-operations' share of vehicles and on-shore facilities. Also included are depreciation estimates for major alterations, additions or improvements, individually valued at over $3,000, made to fishing vessels.
4. Interest expense based on amount of interest payments made during 2004.
5. The Maritimes sample for lobster fleet LFA 35-38 included vessels with a lobster licence in LFAs 35, 36, 37 and 38 with landed value of at least $10,000 and at least 75% of landed value from lobster. However, at the end of the data collection period, there were no survey responses from LFA 38 lobster fishers.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Table A.7 Shrimp Fleet (35-64 ft Vessels), Operating and Maintenance Expenses, Newfoundland and Labrador Region, 2004

Operating and Maintenance Expenses[1]	($)
Labour[2]	122,458
Fuel, oil and grease	47,552
Food	5,342
Bait	2,727
Ice and salt	705
Nets and gear[3]	11,322
Dockside monitoring charges	5,334
Vessel repairs and maintenance	10,446
Transport Canada ship safety inspection fees	954
On-shore facilities maintenance costs	863
Federal port charges	1,092
At-sea-observer charges	1,256
Fishing licence fees	4,600
Storage of boat and gear	805
Union or association dues[4]	304
Special agreements[5]	0
Marketing Board	...
Vessel insurance	15,121
Accounting fees	2,091
Professional and administrative fees	679
Lease of quotas	...
Leasing and rental of vessel, nets and/or gear	3,000
Vehicle expenses for fishing[6]	9,529
Municipal charges[7]	231
Other[8]	886
Total operating and maintenance expenses	**247,297**

Notes:
Figures may not add up to total due to rounding.
1. Operating and maintenance expenses related to fishing operations/activities in all fisheries , i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. Expenses pertaining to non-fishing activities of the enterprise are excluded from the estimates in this table.
2. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew.
3. Amount spent on repairs to nets/gear, including any applicable material and labour expenses and the replacement and purchase of additional nets/gear if purchased in 2004.
4. Excludes union or association dues for crew unless paid by owner.
5. Expenses related to special agreements are any costs associated with joint projects agreements (JPAs). JPAs are legally binding contracts between DFO and a constituted organization (licence holders) to carry out a project related to management of the fishery.
6. As claimed for income tax purposes, including insurance.
7. Property taxes, water, permits charged to fishing harvesting enterprise.
8. All other operating and maintenance expenses related to fishing operations that were not included in the preceding categories. Examples are: miscellaneous expenses for safety courses & training, other boat and office supplies, phone charges, equipment rental, etc.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics.

Table A.8 Shrimp Fleet (35-64 ft Vessels), Financial Performance, Newfoundland and Labrador Region, 2004

	($)
Total fishing revenues[1]	340,141
Total operating and maintenance expenses[2]	247,297
Gross operating income (loss)	92,844
less: Depreciation[3]	35,583
Net operating income (loss)	57,261
less: Interest expense[4]	6,345
Net income before taxes	50,916

Notes:
Figures may not add up to total due to rounding.
1. Gross receipts based on the value of landings in all fisheries reported in the survey, i.e., main fishery and other fisheries that the vessels were involved in during 2004. Other revenues such as lease of quotas, revenues from alternative uses of fishing vessels, and government transfers relative to fishing operations are excluded from the estimates in this table.
2. Operating and maintenance expenses include those expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew. Also excluded are expenses pertaining to non-fishing activities of the enterprise.
3. Depreciation estimates are based on the definition of economic depreciation or the loss in fair market value of the capital assets. This definition should not be confused with tax depreciation (capital cost allowance). The estimates presented in this table include vessel depreciation as well as depreciation for fishing-operations' share of vehicles and on-shore facilities. Also included are depreciation estimates for major alterations, additions or improvements, individually valued at over $3,000, made to fishing vessels.
4. Interest expense based on amount of interest payments made during 2004.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Table A.9 'Other' Fleet, Operating and Maintenance Expenses by Vessel Length Category, Newfoundland and Labrador Region, 2004

	Vessel Length Category		
	<25 ft	25-34 ft	35-64 ft
Operating and Maintenance Expenses[2]		($)	
Labour[3]	9,762	12,107	102,038
Fuel, oil and grease	2,737	3,508	23,813
Food	480	503	3,934
Bait	685	804	1,588
Ice and salt	21	37	1,755
Nets and gear[4]	1,203	1,843	8,332
Dockside monitoring charges	184	372	3,751
Vessel repairs and maintenance	348	828	5,737
Transport Canada ship safety inspection fees	0	25	222
On-shore facilities maintenance costs	155	303	285
Federal port charges	194	88	407
At-sea-observer charges	49	81	313
Fishing licence fees	372	449	501
Storage of boat and gear	10	58	655
Union or association dues[5]	171	185	174
Special agreements[6]	0	2	30
Marketing Board	...	...	...
Vessel insurance	5	450	8,309
Accounting fees	58	113	1,155
Professional and administrative fees	7	26	10
Lease of quotas	...	...	...
Leasing and rental of vessel, nets and/or gear	0	0	0
Vehicle expenses for fishing[7]	688	1,428	3,857
Municipal charges[8]	17	50	78
Other[9]	96	121	1,768
Total operating and maintenance expenses	**17,243**	**23,378**	**168,707**

Notes:
Figures may not add up to total due to rounding.
1. These fleets include fleets other than crab and/or shrimp.
2. Operating and maintenance expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. Expenses pertaining to non-fishing activities of the enterprise are excluded from the estimates in this table.
3. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew.
4. Amount spent on repairs to nets/gear, including any applicable material and labour expenses and the replacement and purchase of additional nets/gear if purchased in 2004.
5. Excludes union or association dues for crew unless paid by owner.
6. Expenses related to special agreements are any costs associated with joint projects agreements (JPAs). JPAs are legally binding contracts between DFO and a constituted organization (licence holders) to carry out a project related to management of the fishery.
7. As claimed for income tax purposes, including insurance.
8. Property taxes, water, permits charged to fishing harvesting enterprise.
9. All other operating and maintenance expenses related to fishing operations that were not included in the preceding categories. Examples are miscellaneous expenses for safety courses & training, other boat and office supplies, phone charges, equipment rental, etc.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Table A.10 'Other' Fleet, Financial Performance by Vessel Length Category, Newfoundland and Labrador Region, 2004

	Vessel Length Category		
	<25 ft	25-34 ft	35-64 ft
	($)		
Total fishing revenues[2]	26,766	34,800	292,112
Total operating and maintenance expenses[3]	17,243	23,378	168,707
Gross operating income (loss)	9,523	11,422	123,404
less: Depreciation[4]	2,263	4,858	21,101
Net operating income (loss)	7,260	6,564	102,303
less: Interest expense[5]	73	1,094	4,921
Net income before taxes	7,186	5,470	97,383

Notes:
Figures may not add up to total due to rounding.
1. These fleets include fleets other than crab and/or shrimp.
2. Gross receipts based on the value of landings in all fisheries reported in the survey, i.e., main fishery and other fisheries that the vessels were involved in during 2004. Other revenues such as lease of quotas, revenues from alternative uses of fishing vessels, and government transfers relative to fishing operations are excluded from the estimates in this table.
3. Operating and maintenance expenses include those expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew. Also excluded are expenses pertaining to non-fishing activities of the enterprise.
4. Depreciation estimates are based on the definition of economic depreciation or the loss in fair market value of the capital assets. This definition should not be confused with tax depreciation (capital cost allowance). The estimates presented in this table include vessel depreciation as well as depreciation for fishing operations' share of vehicles and on-shore facilities. Also included are depreciation estimates for major alterations, additions or improvements, individually valued at over $3,000, made to fishing vessels.
5. Interest expense based on amount of interest payments made during 2004.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics.

Table A.11 Rock Crab Fleet, Operating and Maintenance Expenses, Gulf Region, 2004

Operating and Maintenance Expenses[1]	rock crab 23,25,26A ($)
Labour[2]	17,490
Fuel, oil and grease	6,304
Food	426
Bait	5,926
Ice and salt	70
Nets and gear[3]	3,199
Dockside monitoring charges	564
Vessel repairs and maintenance	3,362
Transport Canada ship safety inspection fees	18
On-shore facilities maintenance costs	378
Federal port charges	480
At-sea-observer charges	0
Fishing licence fees	682
Storage of boat and gear	406
Union or association dues[4]	210
Special agreements[5]	0
Marketing Board	0
Vessel insurance	1,154
Accounting fees	404
Professional and administrative fees	43
Lease of quotas	0
Leasing and rental of vessel, nets and/or gear	0
Vehicle expenses for fishing[6]	2,857
Municipal charges[7]	25
Other[8]	1,751
Total operating and maintenance expenses	**45,750**

Notes:
Figures may not add up to total due to rounding.
1. Operating and maintenance expenses related to fishing operations/activities - i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. Expenses pertaining to non-fishing activities of the enterprise are excluded from the estimates in this table.
2. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew.
3. Amount spent on repairs to nets/gear, including any applicable material and labour expenses and the replacement and purchase of additional nets/gear if purchased in 2004.
4. Excludes union or association dues for crew unless paid by owner.
5. Expenses related to special agreements are any costs associated with joint projects agreements (JPAs). JPAs are legally binding contracts between DFO and a constituted organization (licence holders) to carry out a project related to management of the fishery.
6. As claimed for income tax purposes, including insurance.
7. Property taxes, water, permits charged to fishing harvesting enterprise.
8. All other operating and maintenance expenses related to fishing operations that were not included in the preceding categories. Examples are miscellaneous expenses for safety courses & training, other boat and office supplies, phone charges, equipment rental, etc.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Table A.12 Rock Crab Fleet, Financial Performance, Gulf Region, 2004

	rock crab 23,25,26A
	($)
Total fishing revenues[1]	68,206
Total operating and maintenance expenses[2]	45,750
Gross operating income (loss)	22,456
less: Depreciation[3]	7,545
Net operating income (loss)	14,911
less: Interest expense[4]	3,279
Net income before taxes	11,632

Notes:
Figures may not add up to total due to rounding.
1. Gross receipts based on the value of landings in all fisheries reported in the survey, i.e., main fishery and other fisheries that the vessels were involved in during 2004. Other revenues such as lease of quotas, revenues from alternative uses of fishing vessels, and government transfers relative to fishing operations are excluded from the estimates in this table.
2. Operating and maintenance expenses include those expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew. Also excluded are expenses pertaining to non-fishing activities of the enterprise.
3. Depreciation estimates are based on the definition of economic depreciation or the loss in fair market value of the capital assets. This definition should not be confused with tax depreciation (capital cost allowance). The estimates presented in this table include vessel depreciation as well as depreciation for fishing operations' share of vehicles and on-shore facilities. Also included are depreciation estimates for major alterations, additions or improvements, individually valued at over $3,000, made to fishing vessels.
4. Interest expense based on amount of interest payments made during 2004.
Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics.

Table A.13 Inshore Herring Fleet, Operating and Maintenance Expenses, Gulf Region, 2004

Operating and Maintenance Expenses[1]	($)
Labour[2]	16,393
Fuel, oil and grease	5,858
Food	784
Bait	4,476
Ice and salt	61
Nets and gear[3]	2,621
Dockside monitoring charges	296
Vessel repairs and maintenance	3,326
Transport Canada ship safety inspection fees	11
On-shore facilities maintenance costs	368
Federal port charges	478
At-sea-observer charges	0
Fishing licence fees	608
Storage of boat and gear	465
Union or association dues[4]	250
Special agreements[5]	0
Marketing Board	0
Vessel insurance	1,119
Accounting fees	355
Professional and administrative fees	7
Lease of quotas	0
Leasing and rental of vessel, nets and/or gear	0
Vehicle expenses for fishing[6]	3,381
Municipal charges[7]	169
Other[8]	1,036
Total operating and maintenance expenses	**42,063**

Notes:
Figures may not add up to total due to rounding.
1. Operating and maintenance expenses related to fishing operations/activities , i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. Expenses pertaining to non-fishing activities of the enterprise are excluded from the estimates in this table.
2. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew.
3. Amount spent on repairs to nets/gear, including any applicable material and labour expenses and the replacement and purchase of additional nets/gear if purchased in 2004.
4. Excludes union or association dues for crew, unless paid by owner.
5. Expenses related to special agreements are any costs associated with joint projects agreements (JPAs). JPAs are legally binding contracts between DFO and a constituted organization (licence holders) to carry out a project related to management of the fishery.
6. As claimed for income tax purposes, including insurance.
7. Property taxes, water, permits charged to fishing harvesting enterprise.
8. All other operating and maintenance expenses related to fishing operations that were not included in the preceding categories. Examples are miscellaneous expenses for safety courses & training, other boat and office supplies, phone charges, equipment rental, etc.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Table A.14 Inshore Herring Fleet, Financial Performance, Gulf Region, 2004

	($)
Total fishing revenues[1]	60,422
Total operating and maintenance expenses[2]	42,063
Gross operating income (loss)	18,359
less: Depreciation[3]	6,827
Net operating income (loss)	11,532
less: Interest expense[4]	2,691
Net income before taxes	8,841

Notes:
Figures may not add up to total due to rounding.
1. Gross receipts based on the value of landings in all fisheries reported in the survey, i.e., main fishery and other fisheries that the vessels were involved in during 2004. Other revenues such as lease of quotas, revenues from alternative uses of fishing vessels, and government transfers relative to fishing operations are excluded from the estimates in this table.
2. Operating and maintenance expenses include those expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew. Also excluded are expenses pertaining to non-fishing activities of the enterprise.
3. Depreciation estimates are based on the definition of economic depreciation or the loss in fair market value of the capital assets. This definition should not be confused with tax depreciation (capital cost allowance). The estimates presented in this table include vessel depreciation as well as depreciation for fishing operations' share of vehicles and on-shore facilities. Also included are depreciation estimates for major alterations, additions or improvements, individually valued at over $3,000, made to fishing vessels.
4. Interest expense based on amount of interest payments made during 2004.
Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics.

Table A.15 Tuna Fleet, Operating and Maintenance Expenses, Gulf Region, 2004

Operating and Maintenance Expenses[1]	($)
Labour[2]	22,118
Fuel, oil and grease	6,285
Food	392
Bait	4,632
Ice and salt	124
Nets and gear[3]	4,885
Dockside monitoring charges	478
Vessel repairs and maintenance	3,630
Transport Canada ship safety inspection fees	43
On-shore facilities maintenance costs	1,367
Federal port charges	569
At-sea-observer charges	0
Fishing licence fees	926
Storage of boat and gear	440
Union or association dues[4]	268
Special agreements[5]	0
Marketing Board	0
Vessel insurance	1,610
Accounting fees	621
Professional and administrative fees	108
Lease of quotas	0
Leasing and rental of vessel, nets and/or gear	0
Vehicle expenses for fishing[6]	4,426
Municipal charges[7]	10
Other[8]	2,447
Total operating and maintenance expenses	**55,379**

Notes:
Figures may not add up to total due to rounding.
1. Operating and maintenance expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. Expenses pertaining to non-fishing activities of the enterprise are excluded from the estimates in this table.
2. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew.
3. Amount spent on repairs to nets/gear, including any applicable material and labour expenses and the replacement and purchase of additional nets/gear if purchased in 2004.
4. Excludes union or association dues for crew unless paid by owner.
5. Expenses related to special agreements are any costs associated with joint projects agreements (JPAs). JPAs are legally binding contracts between DFO and a constituted organization (licence holders) to carry out a project related to management of the fishery.
6. As claimed for income tax purposes, including insurance.
7. Property taxes, water, permits charged to fishing harvesting enterprise.
8. All other operating and maintenance expenses related to fishing operations that were not included in the preceding categories. Examples are miscellaneous expenses for safety courses & training, other boat and office supplies, phone charges, equipment rental, etc.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics.

Table A.16 Tuna Fleet, Financial Performance, Gulf Region, 2004

	($)
Total fishing revenues[1]	111,691
Total operating and maintenance expenses[2]	55,379
Gross operating income (loss)	56,312
less: Depreciation[3]	10,084
Net operating income (loss)	46,228
less: Interest expense[4]	4,550
Net income before taxes	41,678

Notes:
Figures may not add up to total due to rounding.
1. Gross receipts based on the value of landings in all fisheries reported in the survey, i.e., main fishery and other fisheries that the vessels were involved in during 2004. Other revenues such as lease of quotas, revenues from alternative uses of fishing vessels, and government transfers relative to fishing operations are excluded from the estimates in this table.
2. Operating and maintenance expenses include those expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew. Also excluded are expenses pertaining to non-fishing activities of the enterprise.
3. Depreciation estimates are based on the definition of economic depreciation or the loss in fair market value of the capital assets. This definition should not be confused with tax depreciation (capital cost allowance). The estimates presented in this table include vessel depreciation as well as depreciation for fishing-operations' share of vehicles and on-shore facilities. Also included are depreciation estimates for major alterations, additions or improvements, individually valued at over $3,000, made to fishing vessels.
4. Interest expense based on amount of interest payments made during 2004.
Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics.

Table A.17 Scallop Fleet, Bay of Fundy Scallops, Operating and Maintenance Expenses, Maritimes Region, 2004

Operating and Maintenance Expenses[1]	($)
Labour[2]	163,976
Fuel, oil and grease	31,084
Food	8,687
Bait	0
Ice and salt	0
Nets and gear[3]	14,764
Dockside monitoring charges	1,798
Vessel repairs and maintenance	25,618
Transport Canada ship safety inspection fees	933
On-shore facilities maintenance costs	0
Federal port charges	3,061
At-sea-observer charges	3,970
Fishing licence fees	13,654
Storage of boat and gear	0
Union or association dues[4]	2,060
Special agreements[5]	0
Marketing Board	0
Vessel insurance	9,035
Accounting fees	4,926
Professional and administrative fees	660
Lease of quotas	12,295
Leasing and rental of vessel, nets and/or gear	0
Vehicle expenses for fishing[6]	3,209
Municipal charges[7]	118
Other[8]	1,929
Total operating and maintenance expenses	**301,778**

Notes:
Figures may not add up to total due to rounding.
1. Operating and maintenance expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. Expenses pertaining to non-fishing activities of the enterprise are excluded from the estimates in this table.
2. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew.
3. Amount spent on repairs to nets/gear, including any applicable material and labour expenses and the replacement and purchase of additional nets/gear if purchased in 2004.
4. Excludes union or association dues for crew unless paid by owner.
5. Expenses related to special agreements are any costs associated with joint projects agreements (JPAs). JPAs are legally binding contracts between DFO and a constituted organization (licence holders) to carry out a project related to management of the fishery.
6. As claimed for income tax purposes, including insurance.
7. Property taxes, water, permits charged to fishing harvesting enterprise.
8. All other operating and maintenance expenses related to fishing operations that were not included in the preceding categories. Examples are miscellaneous expenses for safety courses & training, other boat and office supplies, phone charges, equipment rental, etc.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics.

Table A.18 Scallop Fleet, Bay of Fundy Scallops, Financial Performance, Maritimes Region, 2004

	($)
Total fishing revenues[1]	408,881
Total operating and maintenance expenses[2]	301,778
Gross operating income (loss)	107,103
less: Depreciation[3]	21,437
Net operating income (loss)	85,666
less: Interest expense[4]	3,591
Net income before taxes	82,075

Notes:
Figures may not add up to total due to rounding.
1. Gross receipts based on the value of landings in all fisheries reported in the survey, i.e., main fishery and other fisheries that the vessels were involved in during 2004. Other revenues such as lease of quotas, revenues from alternative uses of fishing vessels, and government transfers relative to fishing operations are excluded from the estimates in this table.
2. Operating and maintenance expenses include those expenses related to fishing operations/activities, i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew. Also excluded are expenses pertaining to non-fishing activities of the enterprise.
3. Depreciation estimates are based on the definition of economic depreciation or the loss in fair market value of the capital assets. This definition should not be confused with tax depreciation (capital cost allowance). The estimates presented in this table include vessel depreciation as well as depreciation for fishing-operations' share of vehicles and on-shore facilities. Also included are depreciation estimates for major alterations, additions or improvements, individually valued at over $3,000, made to fishing vessels.
4. Interest expense based on amount of interest payments made during 2004.
Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics.

Table A.19 Mixed Fishery Fleet (<45 ft Vessels), Operating and Maintenance Expenses, Maritimes Region, 2004

Operating and Maintenance Expenses[1]	($)
Labour[2]	46,587
Fuel, oil and grease	9,008
Food	1,295
Bait	10,383
Ice and salt	255
Nets and gear[3]	5,803
Dockside monitoring charges	975
Vessel repairs and maintenance	5,943
Transport Canada ship safety inspection fees	135
On-shore facilities maintenance costs	601
Federal port charges	383
At-sea-observer charges	47
Fishing licence fees	1,770
Storage of boat and gear	151
Union or association dues[4]	244
Special agreements[5]	92
Marketing Board	0
Vessel insurance	2,757
Accounting fees	850
Professional and administrative fees	1,275
Lease of quotas	7,149
Leasing and rental of vessel, nets and/or gear	1,311
Vehicle expenses for fishing[6]	5,428
Municipal charges[7]	87
Other[8]	2,524
Total operating and maintenance expenses	**105,054**

Notes:
Figures may not add up to total due to rounding.
1. Operating and maintenance expenses related to fishing operations/activities , i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. Expenses pertaining to non-fishing activities of the enterprise are excluded from the estimates in this table.
2. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew.
3. Amount spent on repairs to nets/gear, including any applicable material and labour expenses and the replacement and purchase of additional nets/gear if purchased in 2004.
4. Excludes union or association dues for crew unless paid by owner.
5. Expenses related to special agreements are any costs associated with joint projects agreements (JPAs). JPAs are legally binding contracts between DFO and a constituted organization (licence holders) to carry out a project related to management of the fishery.
6. As claimed for income tax purposes, including insurance.
7. Property taxes, water, permits charged to fishing harvesting enterprise.
8. All other operating and maintenance expenses related to fishing operations that were not included in the preceding categories. Examples are miscellaneous expenses for safety courses & training, other boat and office supplies, phone charges, equipment rental, etc.

Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Table A.20 Mixed Fishery Fleet (<45 ft Vessels), Financial Performance, Maritimes Region, 2004

	($)
Total fishing revenues[1]	166,184
Total operating and maintenance expenses[2]	105,054
Gross operating income (loss)	61,130
less: Depreciation[3]	10,755
Net operating income (loss)	50,375
less: Interest expense[4]	2,626
Net income before taxes	47,749

Notes:
Figures may not add up to total due to rounding.
1. Gross receipts based on the value of landings in all fisheries reported in the survey, i.e., main fishery and other fisheries that the vessels were involved in during 2004. Other revenues such as lease of quotas, revenues from alternative uses of fishing vessels, and government transfers relative to fishing operations are excluded from the estimates in this table.
2. Operating and maintenance expenses include those expenses related to fishing operations/activities , i.e., all fisheries (main fishery and other fisheries) that the vessels were involved in during 2004. The estimates of labour expenses include the amount paid to hired skipper and amount paid to crew net of crew contribution to operating expenses. However, labour expenses do not include the amount paid to owner(s) or owner(s) employed as crew. Also excluded are expenses pertaining to non-fishing activities of the enterprise.
3. Depreciation estimates are based on the definition of economic depreciation or the loss in fair market value of the capital assets. This definition should not be confused with tax depreciation (capital cost allowance). The estimates presented in this table include vessel depreciation as well as depreciation for fishing-operations' share of vehicles and on-shore facilities. Also included are depreciation estimates for major alterations, additions or improvements, individually valued at over $3,000, made to fishing vessels.
4. Interest expense based on amount of interest payments made during 2004.
Source:
Fisheries and Oceans Canada, Economic Analysis and Statistics

Annex B: Questionnaire

2004 SURVEY OF VESSEL OPERATIONS

FINAL INTERVIEW STATUS
- ☐ Complete
- ☐ Partial
- ☐ Refusal
- ☐ Unable to trace
- ☐ Unable to contact
- ☐ Other (specify)

Respondent Identification

Name: _____

FIN: _____

Address: _____
Street

_____
Box City Town

_____
Province Postal Code

Tel: (___)___-____

(___)___-____

(___)___-____

Confidential When Completed

Interviewers Name: _____

Date Completed: _____

This survey is being conducted under the authority of the Fisheries Act, Section 61. As required by the Access to Information and Privacy Acts, all information collected is CONFIDENTIAL and may only be used in a manner that will in no way allow for the identification of individuals, whether through single requests for data or the combination of information gathered through multiple requests.

Data Collection Bank Number: DFO PPE 075

Fisheries and Oceans Canada Pêches et Océans Canada

PERSONAL INTERVIEW

1) For this survey, please report all information based on your fishing activity in 2004.

2) How many registered vessels did you own in 2004?

3a) Please provide the following information for any registered fishing vessels you owned in 2004 (rounded to the nearest dollar).

Characteristic	Vessel 1: CFV #	Vessel 2: CFV #	Vessel 3: CFV #
Year vessel was built			
Year vessel was acquired			
Vessel length (in feet inches)	ft in	ft in	ft in
Hull type	○ Wood ○ Fibreglass ○ Steel ○ Aluminum ○ Fibreglass wood ○ Other (specify)	○ Wood ○ Fibreglass ○ Steel ○ Aluminum ○ Fibreglass wood ○ Other (specify)	○ Wood ○ Fibreglass ○ Steel ○ Aluminum ○ Fibreglass wood ○ Other (specify)
Were you the skipper on this vessel?	○ Yes ○ No ○ Sometimes	○ Yes ○ No ○ Sometimes	○ Yes ○ No ○ Sometimes
Vessel Acquisition Costs			
Total cost of this vessel	$	$	$
Electronic equipment	$	$	$
Engine	$	$	$
Nets/gear	$	$	$
Deck equipment	$	$	$
Hull	$	$	$
Other costs (specify) _____ _____	$ $	$ $	$ $

3b) Please provide the following information for any additional fishing-related costs.

Item	Year	Acquisition Cost	Percent of Time Used for Fishing
Vehicle (1)		$	%
Vehicle (2)		$	%
On-Shore Facilities		$	%
On-Shore Facilities		$	%
On-Shore Facilities		$	%

4) Were any major alterations, additions or improvements, individually valued at over $3,000, made to these vessels, the costs of which are being used for depreciation purposes? *(include only costs exceeding $3,000)*

Yes ○ *Please provide the information requested below.*
No ○ *Go to question 5)*

Code	Description	Vessel 1: CFV #		Vessel 2: CFV #		Vessel 3: CFV #	
		Amount ($)	Year	Amount ($)	Year	Amount ($)	Year

Codes: 1 *Engine (in the period 1990 to 2004) (15 years)*
2 *Deck equipment (in the period 1990 to 2004) (15 years)*
3 *Electronic equipment (in the period 2000 to 2004) (5 years)*
4 *Hull (in the period 1985 to 2004) (20 years)*
5 *Other (in the period 1990 to 2004,)(15 years)*

5) In 2004, which of the following fisheries were these vessels involved in? *(mark all that apply)*

○ Groundfish ○ Herring ○ Capelin ○ Swordfish ○ Bluefin Tuna ○ Mackerel

○ Lobster ○ Scallop ○ Snow Queen Crab ○ Shrimp ○ Seals

○ Other *(Please specify)* _____ _____ _____

61 Provide the following information for each fishery indicated in Q54 that these vessels were involved in during 2004

Characteristic	Fishery #1	Fishery #2	Fishery #3	Fishery #4	Fishery #5	Fishery #6
Fishery Species						
CFV	[ ] [ ] [ ] [ ] [ ] [ ]	[ ] [ ] [ ] [ ] [ ] [ ]	[ ] [ ] [ ] [ ] [ ] [ ]	[ ] [ ] [ ] [ ] [ ] [ ]	[ ] [ ] [ ] [ ] [ ] [ ]	[ ] [ ] [ ] [ ] [ ] [ ]
NAFO or Species Fishing Areas						
Gear Used						
Total Days at Sea						
Total number of days fished by this vessel						
Total number of weeks fished						
Total number of fishing trips made by this vessel						
Average crew size (including captain or skipper)						
Landings, in kg (include by-catch)						
Landed value						

7) In 2004, what were the operating expenses for your vessels (exclude charters, tours, etc. unless for fishing)?
(your 2004 income tax report may assist you in completing this question). Do not include non-fishing financial information.

2004 OPERATING AND MAINTENANCE EXPENSES.

Expense	Vessel 1: CFV # |_|_|_|_|_|_|	Vessel 2: CFV # |_|_|_|_|_|_|	Vessel 3: CFV # |_|_|_|_|_|_|	**Total** (if details are missing)
Labour Costs				
Amount paid to hired skipper (excluding owner)				
Amount paid to crew (excluding owner hired skipper) net of crew contribution to operating expenses				
Other (specify)				
Expenses (Check all that apply)				
○ Fuel, oil and grease				
○ Food				
○ Bait				
○ Ice and salt				
○ Nets gear (repair, replacement, etc.)				
○ Dockside monitoring charges				
○ Vessel repairs and maintenance (excl. information in Q.4)				
○ Transport Canada ship safety inspection fees				
○ On-shore facilities maintenance costs (excl. information in Q.4)				
○ Federal port charges (moorage, wharfage, etc.)				
○ At sea observer charges				
○ Fishing licence fees				
○ Storage of boat and gear				
○ Union or association dues (dues for crew not to be included unless paid by the owner)				
○ Special agreements with Fisheries and Oceans Canada (e.g., joint project agreement)				
○ Marketing Board				
○ Vessel Insurance				
○ Accounting fees				
○ Professional and Administrative fees				
○ Lease of quotas				
○ Leasing and rental of vessel and or nets gear				
○ Vehicle expenses **for fishing** as claimed for income tax purposes (including insurance)				
○ Municipal charges such as property taxes, water, permits charged to the fish harvesting enterprise (do not include personal or house taxes)				
Other operating and maintenance expenses (e.g., other port charges, not including federal fees)				
○ Other expenses (please specify)				
○ Other expenses (please specify)				
○ Other expenses (please specify)				
○ Other expenses (please specify)				
Total expenses for 2004				

OTHER REVENUES

8) Did the owner derive any revenues from the lease of quotas during your 2004 fishing season?

○ **Yes**, revenues were: $ _____ ○ **No**, revenues from the lease of quotas in 2004

9) Did the owner derive any revenues from the following alternative uses of fishing vessels in 2004? If so, specify the gross revenues and expenses (not given in question 7).

○ Yes Please continue ○ No Go to Question 10

Please specify:	**Revenues**	**Expenses**
○ Charter	$ _____	$ _____
○ Tour operation	$ _____	$ _____
○ Lease	$ _____	$ _____
○ Sentinel Fishery	$ _____	$ _____
○ Other *(please specify)* _____	$ _____	$ _____
○ Other *(please specify)* _____	$ _____	$ _____
○ Other *(please specify)* _____	$ _____	$ _____

10) Did the owner receive any of the following government transfers relative to fishing operations in 2004 (e.g., workers compensation, disaster relief, GST rebate, etc.)? If so, how much?

○ Fishers Employment Insurance $ _____ **OR** Number of weeks of benefits _____ at $ _____ per week

○ GST Rebate $ _____

○ Other *(please specify)*

_____ $ _____

_____ $ _____

_____ $ _____

○ No government transfer received in 2004

11) For the 2004 tax year, was depreciation claimed for:

		How much was claimed?
Vessels	No ○ Yes ○ →	$
Nets - gear	No ○ Yes ○ →	$
Electronic equipment	No ○ Yes ○ →	$
Vehicles	No ○ Yes ○ →	$
On-shore facilities	No ○ Yes ○ →	$
Other fishing equipment	No ○ Yes ○ →	$
TOTAL *(only if no breakdown is given)*		$

12) The following questions deal with the long-term debt position associated with your fishing operations in 2004.

	a) Banks, Trust Companies or Credit Unions	b) Other *(Specify)* _____	c) Other *(Specify)* _____
a. At the beginning of 2004,what was the TOTAL DEBT to:	$	$	$
b. What was the new long-term debt incurred during 2004 to:	$	$	$
c. What was the total amount of principal payments made during 2004 to:	$	$	$
d. What was the total amount of interest payments made during 2004 to:	$	$	$
TOTAL (c + d)	$	$	$
Ask if c and d are not known			
Average rate of interest	_____ %	_____ %	_____ %
Average period of repayment	_____ years	_____ years	_____ years